

Department of Planning, Building and Code Enforcement

STEPHEN M. HAASE, AICP, DIRECTO

INITIAL STUDY

PROJECT FILE NO.: GP04-T-01

PROJECT DESCRIPTION: GENERAL PLAN TEXT AMENDMENT request to revise General Plan policies and Land Use/Transportation Diagram designation descriptions to facilitate recycling uses on landfill sites. The proposed General Plan text amendment includes revision of text in the Specific Land Use Plan for the Alviso Planned Community. The text amendment could potentially facilitate the continuation and expansion of recycling operations on landfill sites after closure of landfills.

PROJECT LOCATION: Citywide

GENERAL PLAN DESIGNATION: The General Plan text amendment would only apply to sites with a "Solid Waste Landfill Site" or "Candidate Solid Waste Landfill Site" designation that are also located within the Urban Growth Boundary and Urban Service Area. A Solid Waste Landfill Site designation is an existing designation in the General Plan. It is overlaid on another land use designation and represents a potential alternative to the uses otherwise allowed by the underlying designation. The symbols "SW" and "CSW" represent "floating" designations and are only intended to indicate general locations so that the actual facility will be sited in the most environmentally suitable location. The Solid Waste Landfill Site and Candidate Solid Waste Landfill Site overlays are compatible with the underlying designations of Public/Quasi-Public, Non-Urban Hillside and Private Open Space.

ZONING: Any future proposals for the continuation and expansion of recycling operations on landfill sites after closure of landfills would require that the proposed operations be located within an A(PD) Planned Development zoning district.

SURROUNDING LAND USES: Citywide

PROJECT APPLICANT'S NAME AND ADDRESS:

City of San Jose, Attn: Jenny Nusbaum, Planning Studies, 801 North First Street, Room 400, San Jose, CA 95110

DETERMINATION

On the basis of this initial study:

	I find the proposed project could not have a significant effect on the environment, and a NEGATIVE
_	DECLARATION will be prepared. I find that although the proposed project could have a significant effect on the environment, there will not be a
\boxtimes	significant effect in this case because the project proponent has agreed to revise the project to avoid any significant
	effect. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find the proposed project could have a significant effect on the environment, and an ENVIRONMENTAL
	IMPACT REPORT(EIR) is required.
	I find the proposed project could have a significant effect on the environment, but at least one effect has been (1)
П	adequately analyzed in a previous document pursuant to applicable legal standards, and (2) addressed by mitigation
]	measures based on the previous analysis as described in the attached initial study. An EIR is required that analyzes
	only the effects that were not adequately addressed in a previous document.
	I find that although the proposed project could have a significant effect on the environment, no further environmental
	analysis is required because all potentially significant effects have been (1) adequately analyzed in an earlier EIR or
	NEGATIVE DECLARATION pursuant to applicable standards, and (2) avoided or mitigated pursuant to that earlier
	EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are included in the project,
i	and further analysis is not required.
Date	Signature
	Name of Preparer: Jenny Nusbaum Phone No.: (408) 277-4576

Issues	Potentially Significant Impact	Significant With	Less Than Significant Impact	No Impact	Information Sources
I. AESTHETICS - Would the project:					
a) Have a substantial adverse effect on a scenic vista?			\boxtimes		1,2
b) Substantially damage scenic resources, including, but not limited to, trees, rock out-croppings, and historic buildings within a state scenic highway?			\boxtimes		1,2
c) Substantially degrade the existing visual character or quality of the site and its surroundings?					1,2
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?					1,2
e) Increase the amount of shade in public and private open space on adjacent sites?					1,2

The General Plan text amendment could potentially facilitate applications for new development for operations that could create less than significant aesthetic impacts including impacts from traffic, equipment, structures, buildings, and materials collected for recycling. The text amendment could potentially affect the timing of when a portion of space currently used for landfill and recycling uses would convert to purely open space uses. Existing General Plan policies encourage land that is currently used for landfill uses to convert to open space upon landfill closure. The proposed text changes could facilitate uses and structures related to recycling operations to continue on some designated landfill sites after closure of landfill operations. However, existing sites that are currently used for landfill operations, and sites that are currently designated as candidate sites for landfill operations, are adequate in size to provide substantial setbacks and visual buffers for new development and operations related to recycling.

MITIGATION MEASURES:

Any future development or expansion of recycling operations on landfill sites would need to be approved through a Planned Development (PD) zoning and Planned Development (PD) permit process that would be subject to additional CEQA review. Through these processes new development for recycling operations on landfill sites would be required to address aesthetics. Approved projects would required to be consistent with the General Plan policies stated below. With the inclusion of these processes and policies, this General Plan text amendment will have less-than-significant impacts on aesthetics reduced to an even lesser level of significance.

Urban Design Policies:

- 1. The City should continue to apply strong architectural and site design controls on all types of development for the protection and development of neighborhood character and for the proper transition between areas with different types of land uses.
- 2. Private development should include adequate landscaped areas. Landscaped areas should utilize water efficient plant materials and irrigation systems. Energy conservation techniques such as vegetative cooling and wind shielding should also be utilized. All landscaped areas should include provision for ongoing landscape maintenance.
- 5. The design review process should take into consideration the long term maintenance ramifications of the design of private streets and other private infrastructure improvements.
- 6. Proposed structures adjacent to existing residential areas should be architecturally designed and sited to protect the privacy of the existing residences.
- 7. The City should require the undergrounding of distribution utility lines serving new development sites as well as proposed redevelopment sites. The City should also encourage programs for undergrounding existing overhead

Issues	Potentially Significant Significant Mitigation Incorporated Less Than Significant Mitigation Incorporated Sources
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distribution lines. Overhead lines providing electrical power to light rail transit vehicles and high tension electrical transmission lines are exempt from this policy.

- 8. Design solutions should be considered in the development review process that address security, aesthetics and public safety. Public safety issues include, but are not limited to, minimum clearances around buildings, fire protection measures such as peak load water requirements, construction techniques, and minimum road widths and other standards set forth in relevant City Codes. All development projects should comply with the safety standards established in these referenced codes.
- 12. In order to preserve and enhance the scenic and aesthetic qualities of the natural terrain, development on slopes exceeding 7% should conform to the following guidelines:
- Planned Development zoning is preferable for its flexible design techniques such as clustering, variable lot sizes, and varying setbacks.
- Construction techniques and housing types adaptable to a variable terrain, such as cluster housing, split pads and stepped foundations, should be utilized where appropriate. Conventional, single flat-pad lots should ordinarily be discouraged.
- Consideration should be given to the siting of homes for privacy, livability, solar and wind conditions. Siting should take advantage of scenic views but should not create significant visual impacts affecting public places and other properties.
- The preservation of existing trees, rock outcroppings and other significant features should be encouraged.
- When grading or recontouring of the terrain is proposed, it should be done in such a way as to preserve the natural character of the hills, whenever possible.
- Because street construction on slopes often requires a disruptive amount of grading, modified street sections designed for both utility and minimum grading should be encouraged.
- 13. At the edge of the Valley floor, development should incorporate loop streets and cul-de-sacs, rather than streets stubbed into lands planned for non-urban use in order to minimize development pressures on such nonurban areas.
- 14. New urban development should be designed to minimize impacts in areas with an established and permanent rural or semi-rural character.
- 16. When development is proposed adjacent to existing or planned parks or park chains, that development should include public park-frontage roads, wherever feasible, in order to maximize access to park lands, to provide a reasonable separation between urban land uses and park lands without the use of "back-up" design, and to maximize exposure of park lands for scenic and security purposes.
- 17. Development adjacent to creekside areas should incorporate compatible design and landscaping including plant species which are native to the area or are compatible with native species.
- 22. Design guidelines adopted by the City Council should be followed in the design of development projects.
- 24. New development projects should include the preservation of ordinance sized and other significant trees. Any adverse affect on the health and longevity of such trees should be avoided through appropriate design measures and construction practices. When tree preservation is not feasible, the project should include appropriate tree replacement.

Issues	Potentially Significant With Impact Incorporated Less Than Significant With Impact Incorporated Impact Impact Sources
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- 25. In order to preserve and enhance the scenic and aesthetic qualities of rural areas located within the City's Sphere of Influence, the design and construction of public and private right-of-way improvements should conform to the following guidelines:
- Streets should be designed in consideration of the natural topography and the landscape. Divided streets and grade separations may be used.
- Concrete sidewalks, curbs, and gutters should be constructed only when required by the topography. Crushed gravel walks and vegetation lined swales are encouraged.
- Street lighting should be limited to intersections. High intensity lighting usually found in suburban and urban areas is inappropriate in these areas.
- Man-made materials used within the public right-of-way should be softened through the use of finishes or colors to blend in with surroundings and look as natural as possible.
- These standards are appropriate for areas designated Non-Urban Hillside, Rural Residential and Estate Residential.
- 30. To the maximum extent feasible, all new commercial and industrial buildings should be designed for adaptability to other uses in the future.

Hillside Development Policies:

- 4. The City should continue to apply strong architectural and site design controls on all types of hillside development for the protection of the hillsides and to minimize potential adverse visual and environmental impacts.
- 5. Planned Development zoning should be used to govern hillside developments since it allows flexible design techniques such as clustering, and varying lot sizes, and setbacks which can help to minimize damage to the natural environment and maximize resource preservation.
- 6. In general, grading on hillsides should be minimized. When grading or recontouring of the terrain is necessary, it should be designed to preserve the natural character of the hills and to minimize the removal of significant vegetation.
- 7. Because street construction on slopes often requires a disruptive amount of grading, modified street sections designed for both utility and minimum grading are encouraged.
- 10. The preservation of existing trees, rock outcroppings and other significant features is encouraged.
- 11. Where urban development is permitted above the 15% slope line due to historic patterns of land use and development, no new construction should occur on ridgelines or on slopes exceeding 30% that are part of the major hillside areas or ridges that surround the valley floor.
- 12. The City encourages the preservation of hillside vegetation and, if vegetation must be removed, it should require appropriate revegetation and planting projects in hillside areas.

Issues	Potentially Significant Impact	Noutticant With	Less Than Significant Impact	No Impact	Information Sources
II. AGRICULTURE RESOURCES - Would the project	t :				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?					1,3,4
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?					1,3,4
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				\boxtimes	1,3,4
FINDINGS: The General Plan text amendment would only a	nnly to la	ndfill sites wi	th the Car	ndidate	Solid

FINDINGS: The General Plan text amendment would only apply to landfill sites with the Candidate Solid Waste Landfill Site or the Solid Waste Landfill Site overlay designation. All these designated sites are used, or are intended, for landfills and related uses. For landfill sites that are not currently within the Urban Growth Boundary/Urban Service Area (UGB/USA), if urban development were to occur in these areas, the General Plan text amendment would stipulate that changes to the Urban Growth Boundary/Urban Service Area UGB/USA would have to be approved.

MITIGATION MEASURES: No mitigation is required.

III.AIR QUALITY - Would the project:

mining & strength and the project.			
a) Conflict with or obstruct implementation of the applicable air quality plan?	\boxtimes		1,14
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	\boxtimes		1,14
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?			1,14
d) Expose sensitive receptors to substantial pollutant concentrations?			1,14
e) Create objectionable odors affecting a substantial number of people?	\boxtimes		1,14

FINDINGS:

The General Plan text amendment could potentially facilitate applications for new development for operations that could create significant air quality impacts including impacts from traffic, equipment, and materials collected for recycling.

MITIGATION MEASURES:

Any future development or expansion of recycling operations on landfill sites would need to be approved through a Planned Development (PD) zoning and Planned Development (PD) permit process that would be subject to additional CEQA review. Through these processes new development for recycling operations on landfill sites would be required to address the region's Clean Air Plan and other State and local requirements. Approved projects would required to be consistent with the General Plan policies stated below. With the inclusion of these processes and policies, this General Plan text amendment will have less than significant impacts on air quality.

Issues	Potentially Significant With Impact Incorporated Less Than Significant With Impact Incorporated Impact Impact Sources
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Air Quality Policies:

- 1. The City should take into consideration the cumulative air quality impacts from proposed developments and should establish and enforce appropriate land uses and regulations to reduce air pollution consistent with the region's Clean Air Plan and State law.
- 2. Expansion and improvement of public transportation services and facilities should be promoted, where appropriate, to both encourage energy conservation and reduce air pollution.
- 3. The City should urge effective regulation of those sources of air pollution, both inside and outside of San José, which affect air quality. In particular, the City should support Federal and State regulations to improve automobile emission controls.
- 4. The City should foster educational programs about air pollution problems and their solutions.
- 5. In order to reduce vehicle miles traveled and traffic congestion, new development within 1,000 feet of an existing or planned transit station should be designed to encourage the usage of public transit and minimize the dependence on the automobile through the application of site design guidelines.
- 6. The City should continue to actively enforce its ozone-depleting compound ordinance and supporting policy to ban the use of chlorofluorcarbon compounds (CFCs) in packaging and in building construction and remodeling to help reduce damage to the global atmospheric ozone layer. The City may consider adopting other policies or ordinances to reinforce this effort.

IV. BIOLOGICAL RESOURCES - Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			1,10
b) Have a substantial adverse effect on any aquatic, wetland, or riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			1,6,10
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act including, but not limited to, marsh, vernal pool, coastal, etc., through direct removal, filling, hydrological interruption, or other means?			1,6
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			1,10
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	\boxtimes		1,11
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	\boxtimes		1,2

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Sources
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Natural Communities and Wildlife Habitats

Plant communities and wildlife habitats within the Sphere of Influence of San José range from relatively undisturbed natural communities, such as oak woodland and salt marsh, to areas that are completely developed. A variety of native and non-native plants and animals are found within the City. Several native plant communities, including serpentine grassland, salt marsh, and riparian forest provide habitat for rare, threatened and/or endangered plants and animals that are of special concern to governmental agencies, conservation groups, and private citizens. Although natural communities generally support a greater diversity and number of plant and animal species, urban habitat is also important. Urban habitat is found in developed residential, commercial, and industrial areas. Valuable urban habitat includes street trees, backyard gardens, parks, and some vacant lots. Trees, shrubs, lawns, and gardens found in urban areas provide food and cover for wildlife that has adapted to the urban environment.

Woodlands, Grasslands, Chaparral and Scrub

Woodlands, grasslands, chaparral and scrub are the primary vegetative cover on the hillsides surrounding the Santa Clara Valley floor. These plant communities provide grazing land and wildlife habitat, and facilitate the capture and subsequent percolation of rainwater. These areas also have direct scenic value. Woodlands, grasslands, chaparral, and scrub are susceptible to damage from inappropriate agricultural uses and practices as well as from urban development, and should be protected from erosion hazard. Oak woodland is recognized as highly productive wildlife habitat with important aesthetic value. Much of the oak woodland that was historically present within the City has been removed by agricultural and urban uses. Oak woodland areas remain in the Santa Teresa and Almaden Hills and along the southern parts of San Felipe Road. Many wildlife species use grasslands for feeding or hunting, but require nearby trees or shrubs for cover or nesting sites.

Grasslands provide important habitat for the Turkey Vulture, Northern Harrier, Blackshouldered Kite, Horned Lark, and Burrowing Owl. Scrub, a plant community made up of moderate sized shrubs such as California Sagebrush and Black Sage, occurs on rocky, shallow soils and is often associated with grasslands. Foothill areas with soils derived from serpentine rock can support unique plant communities. Serpentine bunchgrass and serpentine chaparral occur in the Mt. Hamilton Range and in the Santa Cruz Mountains. Some areas that formerly supported serpentine bunchgrass species have been modified by grazing and support primarily introduced species.

Bay and Baylands

South San Francisco Bay and the baylands are a vital biotic, cultural and recreational open space resource. The South San Francisco Bay is recognized as one of the nation's most significant estuaries. Pursuant to the Water Quality Act, the Governor of California has included the San Francisco Bay within the National Estuary Program. The San Francisco Bay-Delta Estuary is the largest estuary and possibly the most important natural and economic resource on the western coast of the American continents. The San Francisco Bay system provides essential recreational and aesthetic opportunities for boaters, fishermen and hikers and all those who appreciate natural beauty. All uses of the Estuary depend on the quality and health of its waters and wetlands. A leading cause of degradation and a fundamental threat to the present and future benefits of the Estuary is the loss of the Estuary's open water area, wetlands, and stream environments through modification or conversion to other uses and contamination by pollutants. In the South Bay, the Estuary consists of the open tidal, brackish, and fresh water system of the San Francisco Bay and adjacent wetlands, and tributary streams. Changes in land use can have direct impacts on the Estuary such as the physical conversion of open waters, wetlands and streams, and indirect impacts such as pollutants which can be carried by rain water or publicly operated treatment works from upland uses and activities into the Estuary. The water and wetland surfaces of the Bay make an important contribution to the mild climate and the quality of life in the South Bay Area. Reduction of

Issues	Potentially Significant Impact	Cioniticant Math	Less Than Significant Impact	No Impact	Information Sources
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the surface area raises air temperatures, reduces winds, and reduces water circulation in the Bay. Also, reduction of the area open to tidal action decreases the capacity to flush pollutants from the Bay. The baylands provide food and shelter for fish and wildlife, and in their natural state serve multiple functions for water and air quality control, storage and passage of flood waters, erosion control, nature education, scientific study, open space and recreation. The Bay and baylands are defined, for the purpose of this Plan, as the tidal influenced water areas, the historic wetlands areas which are adjacent to and ecologically integrated into the Bay and tidal channels of the Bay (including seasonal, tidal and diked marshes, mud flats, salt ponds and vernal pools) and the adjacent lands which are ecologically linked to these wetlands. Bylands provide habitat for a number of secies of concern and include a unique plant conity, North Coast Salt Marsh. The Bay and bayland habitats can be jeopardized by dredging, filling, diking, discing, draining, and other activities. The Water Pollution Control Plant must operate under the regulation of a National Pollution Discharge Elimination System Permit because the sewage which is treated by the Water Pollution Control Plant is discharged directly in to the South San Francisco Bay. In order to reduce the possibility of the sewage discharge impacting the Bay habitat or wildlife the City has adopted a South Bay Action Plan, which consists of water conservation and water reclamation programs, and a Waste Minimization Program to reduce the amount of metals which are deposited into the sewage. The San Francisco Bay National Wildlife Refuge, located in the baylands near the community of Alviso, is an area set aside for the preservation and restoration of natural bayland habitat, for purposes of protecting many species of plant and animal life which inhabit and migrate through the baylands.

Riparian Corridors and Upland Wetlands

The rivers, creeks and upland wetlands within the City of San José support a diversity of habitats. Several distinct habitats occur along the riparian corridors, including riparian forest, grassland, freshwater marsh, and upland wetlands. Many species of plants, fish and wildlife are found associated with riparian corridors, including several species of concern. Riparian areas and upland wetlands that support native or woody plants provide habitat that is important for the protection of the region's plant and animal life. From fall to early spring, riparian forest communities provide important resting and feeding areas for migrating birds. Riparian corridors also provide aesthetic values and recreational resources. Creeks in the Santa Clara Valley historically supported relatively wide corridors of natural vegetation. Plant communities associated with riparian corridors now occur as narrow bands of vegetation within the banks of creeks. Many channels have been modified for flood protection and in-stream percolation ponds. The City Council has approved a Riparian Corridor Policy Study which includes an inventory of riparian resources within the Urban Service Area and Urban Reserves, assessments of riparian value, development guidelines, and riparian restoration policies. The policy document addresses both private and public development including recreation facilities.

Species of Concern

Natural plant communities, including serpentine grassland, serpentine chaparral, riparian forest, salt marsh, and freshwater marsh, harbor a number of species that are rare or at risk of becoming extinct in the near future. These "Species of Concern" include plants and animals that are protected under state and Federal Endangered Species Acts, the Federal Migratory Bird Treaty Act, and other species listed by the California Department of Fish and Game and the California Native Plant Society.

Serpentine grasslands and chaparral support a number of unique plants and animals including the Metcalf Canyon Jewelflower, Coyote Ceanothus, San Francisco Bay Checkerspot Butterfly, and Opler's Longhorn Moth. Species of Concern found in riparian and marsh habitats near the bay and along creeks are primarily animals. Bird species such as the California Clapper Rail, Salt Marsh Yellowthroat, and Yellow Warbler visit or nest in marshes or riparian areas. The Salt Marsh Harvest Mouse uses salt marshes along the margins of sloughs. Other species of concern found in riparian habitats include the Red-legged Frog and the Southwestern Pond Turtle. Grasslands and adjacent woodlands also provide habitat for a number of species of concern. Raptors, or birds of prey, including the Black-Shouldered Kite, Sharp-shinned Hawk, and Golden Eagle use grasslands for hunting and nest in woodland or forest habitats. The

Issues	Potentially Significant Impact	Cioniticant Math	Less Than Significant Impact	No Impact	Information Sources
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Burrowing Owl hunts and nests in grasslands and may also utilize disturbed habitats, including vacant lots and levees. The California Tiger Salamander uses underground burrows in grassland and requires ponds or quiet streams to breed.

Urban Forest

In urban areas, trees provide scenic beauty and shade and serve as wind, noise, and visual barriers. They also filter air pollutants, help conserve energy, replenish oxygen, and protect against flood hazards, landslides, and soil erosion by absorbing rain water. Native and landscape trees can provide important wildlife habitat for birds living in urban areas. All large specimen and heritage trees, especially native oaks, also have special aesthetic and historical values. Trees soften the effect of urban development and increase property values in neighborhoods and commercial areas.

The General Plan text amendment could potentially facilitate applications for new development for operations that could create significant biological impacts including impacts from traffic, equipment, structures, buildings, and materials collected for recycling.

MITIGATION MEASURES:

Any future development or expansion of recycling operations on landfill sites would need to be approved through a Planned Development (PD) zoning and Planned Development (PD) permit process that would be subject to additional CEQA review. Through these processes new development or recycling operations on landfill sites would be required to address biological impacts. Approved projects would required to be consistent with the General Plan policies stated below. With the inclusion of these processes and policies, this General Plan text amendment will have less than significant impacts on biological resources.

Woodlands, Grasslands, Chaparral and Scrub Policies:

- 1. The nature and amount of public access to wooded areas and grasslands, when allowed, should be consistent with the environmental characteristics of these areas.
- 2. The use of motorized off-road vehicles should be limited, and strictly regulated, in woodlands, grasslands, and hillside areas.
- 3. The City should cooperate with other agencies in the preservation of hillside vegetation.
- 4. Grading should be designed to minimize the removal of significant vegetation.
- 5. The City should preserve and protect oak woodlands, and individual oak trees, to the greatest extent feasible.
- 6. The City should encourage appropriate reforestation and planting projects in hillside areas.
- 7. Appropriate agricultural practices should be encouraged in hillside areas.
- 8. Serpentine grasslands, particularly those supporting sensitive serpentine bunchgrass communities of plant and animal species of concern, should be preserved and protected to the greatest extent feasible. When disturbance cannot be avoided, appropriate measures should be required to restore, or compensate for loss of serpentine bunchgrass communities or habitat of species of concern.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Sources
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Riparian Corridors and Upland Wetlands Policies:

- 1. Creeks and natural riparian corridors and upland wetlands should be preserved whenever possible.
- 2. New public and private development adjacent to riparian corridors should be consistent with the provisions of the Riparian Corridor Policy Study.
- 3. New development within the Urban Service Area should be set back from the outside edge of riparian habitat (or top of bank, whichever is greater) a distance sufficient to buffer the impacts of adjacent human activities and provide avenues for wildlife dispersal.
- 4. New development should be designed to protect adjacent riparian corridors from encroachment of lighting, exotic landscaping, noise and toxic substances into the riparian zone.
- 5. When disturbances to riparian corridors and upland wetlands cannot be avoided, appropriate measures should be required to restore, or compensate for damage to, the creeks or riparian corridors
- 6. The City encourages appropriate native plant restoration projects along riparian corridors, upland wetlands, and in adjacent upland areas.
- 7. The City should consider the preparation of a Riparian Restoration Action Plan to assess riparian conditions and identify potential riparian restoration programs and priorities.
- 8. Natural riparian corridors outside the Urban Service Area should be protected from disturbance associated with development (such as structures, roadways, sewage disposal facilities and overhead utility lines, except those required for flood control or bridging) by a minimum 150 foot setback from the top bank line, wherever feasible.

Bay and Baylands Policies:

- 1. The baylands should be preserved and restored in a manner consistent with the fragile environmental characteristics of this area and the interest of the citizens of San José in a healthful environment.
- 2. Urban development in the baylands is discouraged unless it can be shown that it results in no net loss of baylands habitat value.
- 3. The City should cooperate with the County, U.S. Army Corps of Engineers, EPA, California Department of Fish and Game, and other appropriate jurisdictions to prevent the degradation of baylands by discouraging new filling or dredging of Bay waters and baylands.
- 4. The City, in cooperation and, where appropriate, consultation with other interested agencies, should encourage the restoration of diked historic wetlands, including salt ponds, to their natural state by opening them to tidal action.
- 5. The City should continue to participate in the Santa Clara Valley Urban Runoff Pollution Prevention Program and take other necessary actions to formulate and meet regional water quality standards which are implemented through the National Pollution Discharge Elimination System Permits and other measures.
- 6. No development which creates adverse impacts on the National Wildlife Refuge in South San Francisco Bay or results in a net loss of baylands habitat value should be permitted.

Issues	Potentially Significant Impact	Cioniticant Math	Less Than Significant Impact	No Impact	Information Sources
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Species of Concern Policies:

- 1. Consideration should be given to setting aside conservation areas in the Bay and baylands, along riparian corridors, upland wetlands, and hillside areas to protect habitats of unique, threatened and endangered species of plants and animals, and to provide areas for educational and research purposes.
- 2. Habitat areas that support Species of Concern should be retained to the greatest extent feasible.
- 3. Recreational uses in wildlife refuges, nature preserves and wilderness areas in parks should be limited to those activities which have minimal impact on sensitive habitats.
- 4. New development on undeveloped properties throughout the City contributes to the regional loss of Burrowing Owl = habitat. To offset this loss of habitat, the City should require either habitat preservation on or off site or other appropriate measures for habitat acquisition, habitat enhancement and maintenance of local habitat bank.

Urban Forest Policies:

- 1. The City should continue to support volunteer urban forestry programs that encourage the participation of interested citizens in tree planting and maintenance in neighborhoods and parks.
- 2. Development projects should include the preservation of ordinance-sized, and other significant trees. Any adverse affect on the health and longevity of native oaks, ordinance sized or other significant trees should be avoided through appropriate design measures and construction practices. When tree preservation is not feasible, the project should include appropriate tree replacement. In support of these policies the City should:
- Continue to implement the Heritage Tree program and the Tree Removal Ordinance.
- Consider the adoption of Tree Protection Standards and Tree Removal Mitigation Guidelines.
- 3. The City encourages the maintenance of mature trees on public and private property as an integral part of the urban forest. Prior to allowing the removal of any mature tree, all reasonable measures that can effectively preserve the tree should be pursued.
- 4. In order to realize the goal of providing street trees along all residential streets, the City should:
- Continue to update, as necessary, the master plan for street trees which identifies approved species.
- Require the planting and maintenance of street trees as a condition of development.
- Continue the program for management and conservation of street trees which catalogs street tree stock replacement and rejuvenation needs.
- 5. The City should encourage the selection of trees appropriate for a particular urban site. Tree placement should consider energy saving values, nearby powerlines, and root characteristics.
- 6. Trees used for new plantings in urban areas should be selected primarily from species with low water requirements.
- 7. Where appropriate, trees that benefit urban wildlife species by providing food or cover should be incorporated in urban plantings.

Issues	Potentially Significant Impact	Cionificant Math	Less Than Significant Impact		Information Sources
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8. Where urban development occurs adjacent to natural plant communities (e.g. oak woodland, riparian forest), landscape plantings should incorporate tree species native to the area to the greatest extent feasible.

Urban Design Policies:

- 13. At the edge of the Valley floor, development should incorporate loop streets and cul-de-sacs, rather than streets stubbed into lands planned for non-urban use in order to minimize development pressures on such nonurban areas.
- 14. New urban development should be designed to minimize impacts in areas with an established and permanent rural or semi-rural character.
- 17. Development adjacent to creekside areas should incorporate compatible design and landscaping including plant species which are native to the area or are compatible with native species.
- 24. New development projects should include the preservation of ordinance sized and other significant trees. Any adverse affect on the health and longevity of such trees should be avoided through appropriate design measures and construction practices. When tree preservation is not feasible, the project should include appropriate tree replacement.

Hillside Development Policies:

- 1. Regardless of the maximum potential residential densities designated by the Land Use/Transportation Diagram for land with a slope of 7% or greater, the City should only allow the development of these lands at densities consistent with the City's objectives of minimizing exposure to environmental hazards, maximizing resource conservation, and achieving compatibility with existing land use patterns.
- 4. The City should continue to apply strong architectural and site design controls on all types of hillside development for the protection of the hillsides and to minimize potential adverse visual and environmental impacts.
- 5. Planned Development zoning should be used to govern hillside developments since it allows flexible design techniques such as clustering, and varying lot sizes, and setbacks which can help to minimize damage to the natural environment and maximize resource preservation.
- 6. In general, grading on hillsides should be minimized. When grading or recontouring of the terrain is necessary, it should be designed to preserve the natural character of the hills and to minimize the removal of significant vegetation.
- 10. The preservation of existing trees, rock outcroppings and other significant features is encouraged.
- 12. The City encourages the preservation of hillside vegetation and, if vegetation must be removed, it should require appropriate revegetation and planting projects in hillside areas.

V. CULTURAL RESOURCES - Would the project:

a) Cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines §15064.5?		\boxtimes	1,7
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?			1,8
c) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?			1,8
d) Disturb any human remains, including those interred outside of formal cemeteries?			1,8

Issues	Potentially Significant Impact	Cionificant Math	Less Than Significant Impact		Information Sources
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Historic, Archaeological and Cultural Resources

San José has had a long and culturally rich history. Long before the first European settlement, Native Americans resided in the area, settling along the many streams and creeks. The gentle climate, the Bay and its marshlands, the year-round streams, the oak groves, and rich agricultural land provided a favorable environment for American Indian villages. The Pueblo of San José was founded November 29, 1777, as the first Spanish civil settlement in California. Native American artifacts and remains have been discovered in such archaeologically sensitive areas as creeksides and hillsides and provide an irreplaceable record of another civilization.

The General Plan text amendment could potentially facilitate applications for new development for operations that could create significant impacts on archaeological resources including impacts from grading and construction.

MITIGATION MEASURES:

Any future development or expansion of recycling operations on landfill sites would need to be approved through a Planned Development (PD) zoning and Planned Development (PD) permit process that would be subject to additional CEQA review. Through these processes new development or recycling operations on landfill sites would be required to address archaeological impacts. Approved projects would required to be consistent with the General Plan policies stated below. With the inclusion of these processes and policies, this General Plan text amendment will have less than significant impacts on cultural resources.

Historic, Archaeological and Cultural Resources Policies:

- 1. Because historically or archaeologically significant sites, structures and districts are irreplaceable resources, their preservation should be a key consideration in the development review process.
- 8. For proposed development sites which have been identified as archaeologically sensitive, the City should require investigation during the planning process in order to determine whether valuable archaeological remains may be affected by the project and should also require that appropriate mitigation measures be incorporated into the project design.
- 9. Recognizing that Native American burials may be encountered at unexpected locations, the City should impose a requirement on all development permits and tentative subdivision maps that upon discovery of such burials during construction, development activity will cease until professional archaeological examination and reburial in an appropriate manner is accomplished.
- 10. Heritage trees should be maintained and protected in a healthy state. The heritage tree list, identifying trees of special significance to the community, should be periodically updated.

VI. GEOLOGY AND SOILS - Would the project:

a) Expose people or structures to potential substantial adverse effects,			
including the risk of loss, injury, or death involving:			
1) Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)			1,5,24

Issues	Potentially Significant Impact	Nouthcourt With	Less Than Significant Impact	No Impact	Information Sources
2) Strong seismic ground shaking?		\boxtimes			1,5,24
3) Seismic-related ground failure, including liquefaction?		\boxtimes			1,5,24
4) Landslides?					1,5,24
b) Result in substantial soil erosion or the loss of topsoil?					1,5,24
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?					1,5,24
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		\boxtimes			1,5,24
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?					1,5,24

Soil and Geologic Conditions

Hazards related to soil and geologic conditions include erosion, landslides, expansive soils (subject to shrink and swell behavior), weak soils (subject to failure) and land subsidence. Soils with varying degrees of expansivity are present throughout the San José area, as are weak soils. The baylands and streambeds are areas with weak soils. Soils subject to liquefaction during an earthquake are more widespread, with varying levels of potential failure. Land subsidence which has historically occurred throughout the valley, is primarily concentrated in the Central and Alviso areas of the City. This condition has been arrested by the Santa Clara Valley Water District's groundwater recharge system. Soils on some sites throughout the Valley floor have been contaminated by chemicals that were used in conjunction with former heavy industrial or agricultural uses. Depending on concentrations, these materials can pose health risks for residential development.

The General Plan text amendment could potentially facilitate applications for new development for operations that could create significant geological and soils impacts including impacts from grading, construction, and ongoing project operations.

MITIGATION MEASURES:

Any future development or expansion of recycling operations on landfill sites would need to be done on landfill sites that are within the City's Urban Service Area and Urban Growth Boundary (USA/UGB), and approved through a Planned Development (PD) zoning and Planned Development (PD) permit process that would be subject to additional CEQA review. Through these processes new development or recycling operations on landfill sites would be required to address geological and soils impacts. Approved projects would required to be consistent with the General Plan policies stated below. With the inclusion of these processes and policies, this General Plan text amendment will have less than significant impacts on geology and soils.

Soils and Geologic Conditions Policies:

The Soils and Geologic policies stress the need for identification and awareness of soils contamination and geologic hazards in the planning and development of the future urbanization of the City. Areas of potential geological hazard are defined on

Issues	Potentially Significant Impact	Cioniticant Math	Less Than Significant Impact	No Impact	Information Sources
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the Landslide Susceptibility, Fault Traces, and Erosion Potential Maps contained in the "Technical Report, Geological Investigation, City of San José's Sphere of Influence", prepared by Cooper-Clark Associates, and on the State of California Special Study Zones Maps, both as referenced above. The areas identified on these maps broadly define likely locations of soils and geologic hazards. Detailed study of these potential impacts is necessary in conjunction with the development review process in order to identify and assess the site-specific conditions.

- 1. The City should require soils and geologic review of development proposals to assess such hazards as potential seismic hazards, surface ruptures, liquefaction, landholdings, mudsliding, erosion and sedimentation in order to determine if these hazards can be adequately mitigated.
- 2. The City should not locate public improvements and utilities in areas with identified soils and/or geologic hazards to avoid any extraordinary maintenance and operating expenses. When the location of public improvements and utilities in such areas cannot be avoided, effective mitigation measures should be implemented.
- 3. In areas susceptible to erosion, appropriate control measures should be required in conjunction with proposed development.
- 4. In order to prevent undue erosion of creek banks, the City should seek to retain creek channels in their natural state, where appropriate.
- 5. The Development Review process should consider the potential for any extraordinary expenditures of public resources to provide emergency services in the event of a man-made or natural disaster.
- 6. Development in areas subject to soils and geologic hazards should incorporate adequate mitigation measures.
- 7. The City should cooperate with the Santa Clara Valley Water District's efforts to prevent the recurrence of land subsidence
- 8. Development proposed within areas of potential geological hazards should not be endangered by, nor contribute to, the hazardous conditions on the site or on adjoining properties.
- 9. Residential development proposed on property formerly used for agricultural or heavy industrial uses should incorporate adequate mitigation/remediation for soils contamination as recommended through the Development Review process.

Earthquakes Policies:

- 1. The City should require that all new buildings be designed and constructed to resist stresses produced by earthquakes.
- 2. The City should foster the rehabilitation or elimination of structures susceptible to collapse or failure in an earthquake.
- 3. The City should only approve new development in areas of identified seismic hazard if such hazard can be appropriately mitigated.
- 4. The location of public utilities and facilities, in areas where seismic activity could produce liquefaction should only be allowed if adequate mitigation measures can be incorporated into the project.
- 5. The City should continue to require geotechnical studies for development proposals; such studies should determine

Issues	Potentially Significant Impact	Cioniticant Math	Less Than Significant Impact	No Impact	Information Sources
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the actual extent of seismic hazards, optimum location for structures, the advisability of special structural requirements, and the feasibility and desirability of a proposed facility in a specified location.

- 6. Vital public utilities as well as communication and transportation facilities should be located and constructed in a way which maximizes their potential to remain functional during and after an earthquake.
- 7. Land uses in close proximity to water retention levees or dams should be restricted unless such facilities have been determined to incorporate adequate seismic stability.
- 8. Responsible local, regional, State, and Federal agencies should be strongly encouraged to monitor and improve the seismic resistance of dams in the San José area.

Hazards Policies:

- 1. Development should only be permitted in those areas where potential danger to the health, safety, and welfare of the residents of the community can be mitigated to an acceptable level.
- 2. Levels of "acceptable exposure to risk" established for land uses and structures based on descriptions of land use groups and risk exposure levels are outlined in Figure 15, "Acceptable Exposure to Risk Related to Various Land Uses", and should be considered in the development review process.
- 3. Provisions should be made to continue essential emergency public services during natural catastrophes.
- 4. The City should continue updating, as necessary, the San José Building Code and Fire Prevention Code to address geologic, fire and other hazards.
- 5. The City should promote awareness and caution among San José residents regarding possible natural hazards, including soil conditions, earthquakes, flooding, and fire hazards.
- 6. Disaster preparedness planning should be undertaken in cooperation with other public agencies and appropriate public interest organizations.

Hillside Development Policies:

- 1. Regardless of the maximum potential residential densities designated by the Land Use/Transportation Diagram for land with a slope of 7% or greater, the City should only allow the development of these lands at densities consistent with the City's objectives of minimizing exposure to environmental hazards, maximizing resource conservation, and achieving compatibility with existing land use patterns.
- 4. The City should continue to apply strong architectural and site design controls on all types of hillside development for the protection of the hillsides and to minimize potential adverse visual and environmental impacts.
- 5. Planned Development zoning should be used to govern hillside developments since it allows flexible design techniques such as clustering, and varying lot sizes, and setbacks that can help to minimize damage to the natural environment and maximize resource preservation.
- 6. In general, grading on hillsides should be minimized. When grading or recontouring of the terrain is necessary, it should be designed to preserve the natural character of the hills and to minimize the removal of significant vegetation.

Issues	Potentially Significant Significant Mitigation Incorporated Less Than Significant Mitigation Incorporated Sources
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- 7. Because street construction on slopes often requires a disruptive amount of grading, modified street sections designed for both utility and minimum grading are encouraged.
- 10. The preservation of existing trees, rock outcroppings and other significant features is encouraged.
- 11. Where urban development is permitted above the 15% slope line due to historic patterns of land use and development, no new construction should occur on ridgelines or on slopes exceeding 30% that are part of the major hillside areas or ridges that surround the valley floor.
- 12. The City encourages the preservation of hillside vegetation and, if vegetation must be removed, it should require appropriate revegetation and planting projects in hillside areas.
- 13. Development should only be permitted in hillside areas if potential danger to the health, safety, and welfare of the residents, due to landslides, fire, or other environmental hazards, can be mitigated to an acceptable level.
- 14. The City should require soils and geologic review of hillside development proposals to assess such potential hazards as seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, erosion and sedimentation in order to determine if these hazards are present and can be adequately mitigated. Geotechnical studies for hillside development proposals should determine the actual extent of seismic and other hazards, optimum location for structures, the advisability of special structural requirements, and the feasibility and desirability of a proposed facility in a specified location. Hillside development should incorporate the identified mitigation measures necessary to protect public safety and the natural environment.
- 15. Hillside development within areas of potential geological hazards should be designed to avoid being endangered by, or contributing to, the hazardous conditions on the site or on adjoining properties.
- 16. To avoid any extraordinary maintenance and operating expenses, the City should not locate public improvements, communication facilities, and utilities in hillside areas with identified soils and/or geologic hazards. When the location of public improvements, communication facilities, and utilities in such areas cannot be avoided, effective mitigation measures should be implemented to maximize their potential to remain functional during and after a seismic event.
- 17. In hillside areas susceptible to erosion, appropriate control measures should be required in conjunction with proposed development.
- 18. The Development Review process for projects in hillside areas should consider the potential for any extraordinary expenditures of public resources to provide emergency services in the event of a man-made or natural disaster.

Urban Service Area Policies:

7. Since the provision of sanitary sewers is an urban service and development served by sanitary sewers is thereby urban, the expansion of sanitary sewer districts is discouraged for areas planned in non-urban uses outside the Urban Service Area.

Water Resources Policies:

4. The City should not permit urban development to occur in areas not served by a sanitary sewer system.

Issues	Potentially Significant Impact		Less Than Significant Impact	No Impact	Information Sources
VII. HAZARDS AND HAZARDOUS MATERIALS -	Would 1	the project:			
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		\boxtimes			1
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		\boxtimes			1
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?		\boxtimes			1
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?					1,12
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?					1,2
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?		\boxtimes			1
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?					1,2
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?					1

Hazardous Materials

Danger to public health and welfare is posed by a variety of hazardous materials. The term "hazardous materials" encompasses a large number of substances, including toxic metals, chemicals and gases, flammable and/or explosive liquids and solids, corrosive materials, infectious substances, and radioactive material. The transport, distribution, and storage of these materials is of extreme concern to the City of San José. The City's adopted Hazardous Materials Ordinance regulates the storage of most of these materials. The General Plan recognizes the broad implications of the use of hazardous materials.

The General Plan text amendment could potentially facilitate applications for new development for operations that could create significant hazards and hazardous materials impacts including impacts from grading, construction, and ongoing project operations.

MITIGATION MEASURES:

Any future development or expansion of recycling operations on landfill sites would need to be done on landfill sites that are within the City's Urban Service Area and Urban Growth Boundary (USA/UGB), and approved through a Planned Development (PD) zoning and Planned Development (PD) permit process that would be subject to additional CEQA review. Through these processes new development for recycling operations on landfill sites would be required to address hazards and hazardous materials impacts. Approved projects would required to be consistent with the General Plan policies stated below. With the inclusion of these processes and policies, this General Plan text amendment will have less than significant impacts on hazards and hazardous materials.

Issues	Potentially Significant Significant Mitigation Incorporated Less Than Significant Mitigation Incorporated Sources
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Hazards Policies:

- 1. Development should only be permitted in those areas where potential danger to the health, safety, and welfare of the residents of the community can be mitigated to an acceptable level.
- 2. Levels of "acceptable exposure to risk" established for land uses and structures based on descriptions of land use groups and risk exposure levels are outlined in Figure 15, "Acceptable Exposure to Risk Related to Various Land Uses", and should be considered in the development review process.
- 3. Provisions should be made to continue essential emergency public services during natural catastrophes.
- 4. The City should continue updating, as necessary, the San José Building Code and Fire Prevention Code to address geologic, fire and other hazards.
- 5. The City should promote awareness and caution among San José residents regarding possible natural hazards, including soil conditions, earthquakes, flooding, and fire hazards.
- 6. Disaster preparedness planning should be undertaken in cooperation with other public agencies and appropriate public interest organizations.

Fire Hazards Policies:

- 1. "Controlled burning" programs, agricultural uses such as grazing and special planting, and maintenance programs to reduce potential fire hazards in the hills and wilderness areas should be encouraged where appropriate.
- 2. All new development should be constructed, at a minimum, to the fire safety standards contained in the San José Building Code.
- 3. New development adjacent to heavily grassed and semi-arid hillsides should be designed and located to minimize fire hazards to life and property, including the use of such measures as fire preventive site design, landscaping and building materials, and the use of fire suppression techniques, such as sprinklering.
- 4. Alternative water resources for fire fighting purposes should be identified for use during a disaster.
- 5. Anticipated fire response times and fire flows should be taken into consideration as a part of the Development Review process.
- 6. New development should provide adequate access for emergency vehicles, particularly fire fighting equipment, as well as provide secure evacuation routes for the inhabitants of the area.
- 7. The City should regulate the storage of flammable and explosive materials and strongly encourage the proper transportation of such materials.

Hazardous Materials Policies:

1. The City should require proper storage and disposal of hazardous materials to prevent leakage, potential explosions, fires, or the escape of harmful gases, and to prevent individually innocuous materials from combining to form hazardous substances, especially at the time of disposal.

Issues	Potentially Significant Impact	Cioniticant Math	Less Than Significant Impact	No Impact	Information Sources
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- 2. The City should support State and Federal legislation which strengthen safety requirements for the transportation of hazardous materials.
- 3. The City should incorporate soil and groundwater contamination analysis within the environmental review process for development proposals. When contamination is present on a site, the City should report this information to the appropriate agencies that regulate the cleanup of toxic contamination.
- 4. Development located within areas containing naturally occurring asbestos should be required to mitigate any potential impacts associated with grading or other subsurface excavation.

Hazardous Waste Management Policies:

- 1. All proposals to site a hazardous waste management facility shall assure compatibility with neighboring land uses and be consistent with the siting criteria established in the County Hazardous Waste Management Plan (CHWMP) and this Plan. Where the two conflict, this Plan shall govern.
- 2. Areas designated for industrial uses may be appropriate for hazardous waste transfer/processing stations if, during the development review process, it is determined that such a use would be compatible with existing and planned land uses in the vicinity of the site and would meet the siting criteria established in the CHWMP and this Plan.
- 3. All proposals for new and expanded hazardous waste management facilities must provide adequate mitigation for identified environmental impacts.
- 4. A risk assessment shall be conducted as part of the environmental review process at the time a site-specific proposal for a hazardous waste facility is submitted to the City. This assessment should identify health, safety and environmental factors that may be unique to the site as well as to the types of waste to be managed. It should include an analysis of the potential for accidental and cumulative health and environmental impacts resulting from the proposed facility.
- 5. All proposals for hazardous waste facilities shall be consistent with the plans and policies of air and water quality regulatory agencies (i.e., Air Quality Management District, and the Regional Water Quality Control Board and this City).
- 6. Transportation of hazardous waste from the point of origin to the appropriate hazardous waste management facility shall be by the most direct legal route, utilizing state or interstate highways whenever feasible, and shall minimize distances along residential and other non-industrial frontages to the fullest extent feasible.
- 7. As part of the permitting process, transportation routes to and from hazardous waste facilities shall be designated by the City in order to minimize negative impacts on surrounding land uses.
- 8. Hazardous waste management facilities shall, where feasible, be located at sites which minimize the risks associated with the transportation of hazardous waste. Given their need for larger land areas and need to avoid incompatibility with surrounding urban land uses, residuals repositories (waste disposal facilities) may be located farther from waste generation sources than other types of hazardous waste facilities.
- 9. Proper storage and disposal of hazardous wastes shall be required to prevent leaks, explosions, fires, or the escape of harmful gases, and to prevent materials from combining to form hazardous substances and wastes.

Issues	Potentially Significant Impact	Cioniticant Math	Less Than Significant Impact	No Impact	Information Sources
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Urban Design Policies:

8. Design solutions should be considered in the development review process that address security, aesthetics and public safety. Public safety issues include, but are not limited to, minimum clearances around buildings, fire protection measures such as peak load water requirements, construction techniques, and minimum road widths and other standards set forth in relevant City Codes. All development projects should comply with the safety standards established in these referenced codes.

Hillside Development Policies:

- 1. Regardless of the maximum potential residential densities designated by the Land Use/Transportation Diagram for land with a slope of 7% or greater, the City should only allow the development of these lands at densities consistent with the City's objectives of minimizing exposure to environmental hazards, maximizing resource conservation, and achieving compatibility with existing land use patterns.
- 13. Development should only be permitted in hillside areas if potential danger to the health, safety, and welfare of the residents, due to landslides, fire, or other environmental hazards, can be mitigated to an acceptable level.
- 18. The Development Review process for projects in hillside areas should consider the potential for any extraordinary expenditures of public resources to provide emergency services in the event of a man-made or natural disaster.

VIII. HYDROLOGY AND WATER QUALITY - Would the project:

 a) Violate any water quality standards or waste discharge requirements? 	\boxtimes		1,15
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			1
c) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site?			1
d) Result in increased erosion in its watershed?	\boxtimes		1
e) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-or off-site?			1
f) Substantially alter drainage patterns due to changes in runoff volumes and flow rates?			
g) Result in increased impervious surfaces and associated increased runoff as specified in the NPDES permit and the City's Post Construction Urban Runoff Management Policy?	\boxtimes		
h) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	\boxtimes		1,17

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Sources
i) Result in an increase in pollutant discharges to receiving waters such as heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash?					1,17
j) Result in an increase in any pollutant for which the water body is already impaired as listed on the Clean Water Act Section 303 (d) list available from the State Water Resources Control Board?		\boxtimes			
k) Result in alteration of receiving water quality during or following construction including clarity, temperature, and level of pollutants?		\boxtimes			
Substantially alter surface water quality, or marine, fresh, or wetland waters as specified in the NPDES permit?		\boxtimes			
m) Substantially alter ground water quality as specified in the NPDES permit?		\boxtimes			
n) Cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses as specified in the NPDES Permit, General Plan, and City policy?		\boxtimes			
o) Otherwise substantially degrade water quality?		\boxtimes			1
p) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?		\boxtimes			1,9
q) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?		\boxtimes			1,9
r) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?		\boxtimes			1
s) Be subject to inundation by seiche, tsunami, or mudflow?		\boxtimes			1

Water Resources

Both the adequacy of supply and quality of water resources are of concern to the community. The local water resource system consists of watershed lands, underground aquifers, groundwater recharge areas, recycled water, reservoirs, canals, streams, rivers, creeks, and the riparian vegetation associated with them. This local system is supplemented by the importation of water from external sources. Water is a finite resource and local water resources should be protected from pollution as much as possible and reclaimed to protect the adequacy of supplies, limit the dependence on external sources of supply, and avoid the overdrafting of the underground water basin to reduce land subsidence. The City's planning and regulation of urban development directly affects these resources. Urbanization restricts the recharge of underground water basins by reducing permeable land surfaces which are vital for percolation, and natural vegetation which filters out pollutants. Urbanization also increases the amount of pollutants which find their way into waterways and underground water basins from storm runoff and from on-site percolation. Pollutants such as silt, herbicides and pesticides, hydrocarbons and heavy metals are carried by storm runoff from construction sites, landscaped areas, streets, parking lots and other paved surfaces directly into creeks and rivers, and ultimately, into San Francisco Bay. These pollutants pose a serious threat to the ecology of the creeks, rivers and the Bay. The San Francisco Bay Region of the

California Regional Water Quality Control Board is responsible for determining San José's compliance with the water quality requirements of the national Clean Water Act. To comply with the requirement to control urban runoff borne pollution, the City, in partnership with the other members of the Santa Clara Valley Urban Runoff Pollution Prevention Program, has obtained a National Pollutant Discharge Elimination System (NPDES) Permit. This permit requires the City to implement control measures to reduce storm water pollutants from construction sites and areas of new

Issues	Potentially Significant Impact	Cioniticant Math	Less Than Significant Impact	No Impact	Information Sources
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development or significant redevelopment to the maximum extent practical. The Santa Clara Valley Water District is the agency primarily responsible for the conservation and development of water resources. In an effort to increase local water supply, the City is coordinating water reclamation plans with the Santa Clara Valley Water District. The Federal Environmental Protection Agency requires state governments to implement the Clean Water Act through permit controls on wastewater discharge. In order to meet the requirements for the issuance of a National Pollution Discharge Elimination System (NPDES) permit and reduce storm water pollution, the County of Santa Clara, the Santa Clara Valley Water District, and 13 local city governments have joined together to formulate the Santa Clara Valley Non-Point Source Pollution Control Program.

The General Plan text amendment could potentially facilitate applications for new development for operations that could create significant impacts to hydrology and water quality including impacts from grading, construction, and ongoing project operations.

MITIGATION MEASURES:

Any future development or expansion of recycling operations on landfill sites would need to be done on landfill sites that are within the City's Urban Service Area and Urban Growth Boundary (USA/UGB), and approved through a Planned Development (PD) zoning and Planned Development (PD) permit process that would be subject to additional CEQA review. Through these processes new development for recycling operations on landfill sites would be required to address impacts to hydrology and water quality. Approved projects would required to be consistent with the General Plan policies stated below. With the inclusion of these processes and policies, this General Plan text amendment will have less than significant impacts on hydrology and water quality.

Water Resources Policies:

- 1. The City, in cooperation with the Santa Clara Valley Water District, should restrict, or carefully regulate, public and private development in watershed areas, especially in those necessary for effective stream flow and for the prevention of excessive siltation.
- 2. Water resources should be utilized in a manner which does not deplete the supply of surface or groundwater, and efforts to conserve and reclaim water supplies, both local and imported, should be encouraged.
- 3. The City should encourage the Santa Clara Valley Water District to restrict public access and recreational uses on land adjacent to rivers, creeks, freshwater wetlands, and other significant water courses when water quality could be degraded.
- 4. The City should not permit urban development to occur in areas not served by a sanitary sewer system.
- 5. The City should protect groundwater recharge areas, particularly creeks and riparian corridors.
- 6. When new development is proposed in areas where storm runoff will be directed into creeks upstream from groundwater recharge facilities, the potential for surface water and groundwater contamination should be assessed and appropriate preventative measures should be recommended.
- 7. The City shall require the proper construction and monitoring of facilities storing hazardous materials in order to prevent contamination of the surface water, groundwater and underlying aquifers. In furtherance of this policy, design standards for such facilities should consider high groundwater tables and/or the potential for freshwater or saltwater flooding.

Issues	Potentially Significant Significant Mitigation Incorporated Less Than Significant Mitigation Incorporated Sources
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- 8. The City should establish policies, programs and guidelines to adequately control the discharge of urban runoff and other pollutants into the City's storm drains.
- 9. The City should take a proactive role in the implementation of the Santa Clara Valley Urban Runoff Pollution Prevention Program.
- 10. The City should encourage more efficient use of water by promoting water conservation and the use of watersaving devices.
- 11. The City should promote the use of reclaimed water when feasible, particularly for industrial users, for irrigation and in groundwater recharge areas.
- 12. For all new discretionary development permits for projects incorporating large paved areas or other hard surfaces (e.g., building roofs), or major expansion of a building or use, the City should require specific construction and post-construction measures to control the quantity and improve the water quality of urban runoff.

Riparian Corridors and Upland Wetlands Policies:

- 1. Creeks and natural riparian corridors and upland wetlands should be preserved whenever possible.
- 2. New public and private development adjacent to riparian corridors should be consistent with the provisions of the Riparian Corridor Policy Study.
- 3. New development within the Urban Service Area should be set back from the outside edge of riparian habitat (or top of bank, whichever is greater) a distance sufficient to buffer the impacts of adjacent human activities and provide avenues for wildlife dispersal.
- 4. New development should be designed to protect adjacent riparian corridors from encroachment of lighting, exotic landscaping, noise and toxic substances into the riparian zone.
- 5. When disturbances to riparian corridors and upland wetlands cannot be avoided, appropriate measures should be required to restore, or compensate for damage to, the creeks or riparian corridors
- 6. The City encourages appropriate native plant restoration projects along riparian corridors, upland wetlands, and in adjacent upland areas.
- 7. The City should consider the preparation of a Riparian Restoration Action Plan to assess riparian conditions and identify potential riparian restoration programs and priorities.
- 8. Natural riparian corridors outside the Urban Service Area should be protected from disturbance associated with development (such as structures, roadways, sewage disposal facilities and overhead utility lines, except those required for flood control or bridging) by a minimum 150-foot setback from the top bank line, wherever feasible.

Bay and Baylands Policies:

1. The baylands should be preserved and restored in a manner consistent with the fragile environmental characteristics of this area and the interest of the citizens of San José in a healthful environment.

Issues	Potentially Significant With Impact Incorporated Less Than Significant With Impact Incorporated Impact Impact Sources
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- 2. Urban development in the baylands is discouraged unless it can be shown that it results in no net loss of baylands habitat value.
- 3. The City should cooperate with the County, U.S. Army Corps of Engineers, EPA, California Department of Fish and Game, and other appropriate jurisdictions to prevent the degradation of baylands by discouraging new filling or dredging of Bay waters and baylands.
- 4. The City, in cooperation and, where appropriate, consultation with other interested agencies, should encourage the restoration of diked historic wetlands, including salt ponds, to their natural state by opening them to tidal action.
- 5. The City should continue to participate in the Santa Clara Valley Urban Runoff Pollution Prevention Program and take other necessary actions to formulate and meet regional water quality standards which are implemented through the National Pollution Discharge Elimination System Permits and other measures.
- 6. No development which creates adverse impacts on the National Wildlife Refuge in South San Francisco Bay or results in a net loss of baylands habitat value should be permitted.

Flooding Policies:

- 1. New development should be designed to provide protection from potential impacts of flooding during the "1%" or "100-year" flood.
- 2. Development in watershed areas should only be allowed when adequate mitigation measures are incorporated into the project design to prevent unnecessary or excessive siltation of flood control ponds and reservoirs.
- 3. Designated floodway areas should be preserved for non-urban uses.
- 4. The City and the Santa Clara Valley Water District should cooperate to develop flood control facilities to protect the Alviso and North San José areas from the occurrence of the "1%" or "100-year" flood.
- 5. Appropriate emergency plans for the safe evacuation of occupants of areas subject to possible inundation from dam failure and natural flooding should be prepared and periodically updated.
- 6. The City should support State and Federal legislation which provides funding for the construction of flood control improvements in urbanized areas.
- 7. The City should require new urban development to provide adequate flood control retention facilities.
- 8. The City should cooperate with the Santa Clara Valley Water District to develop additional flood control retention facilities in areas where existing retention facilities are nearing capacity.

Issues	Potentially Significant Impact	Vigniticant Math	Less Than Significant Impact	No Impact	Information Sources
IX. LAND USE AND PLANNING - Would the proje a) Physically divide an established community?	ct:				1,2
a) Physicany divide an established community?		Ш			1,2
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?					1,2
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?					1,2

FINDINGS: Because the proposed General Plan text amendment would only apply to sites with an existing Solid Waste Landfill Site or Candidate Solid Waste Landfill Site designation, that are also located within the Urban Growth Boundary and Urban Service Area, the potentially eligible landfill sites would have already addressed the issue of physically dividing an established neighborhood in order to establish their existing landfill and recycling operations. The proposed amendment would only facilitate continuing recycling operations after closure of a pre-existing landfill.

According to the General Plan currently, landfill sites are intended to convert eventually to uses consistent with their underlying designations of Public/Quasi-Public, Non-Urban Hillside, or Private Open Space. To the extent that recycling continues on a landfill site after closure of the landfill, the use of the site for open space would be scaled down or deferred. However, continuing recycling uses would not conflict significantly with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect, nor conflict significantly with any applicable habitat conservation plan or natural community conservation plan.

MITIGATION MEASURES:

Any future development or expansion of recycling operations on landfill sites would need to be approved through a Planned Development (PD) zoning and Planned Development (PD) permit process that would be subject to additional CEQA review. Through these processes new development for recycling operations on landfill sites would be required to address impacts to land use and planning. Approved projects would required to be consistent with the General Plan policies stated below. With the inclusion of these processes and policies, this General Plan text amendment will have less-than-significant impacts on land use and planning reduced to an even lesser level of significance.

Urban Design Policies:

- 13. At the edge of the Valley floor, development should incorporate loop streets and cul-de-sacs, rather than streets stubbed into lands planned for non-urban use in order to minimize development pressures on such nonurban areas.
- 14. New urban development should be designed to minimize impacts in areas with an established and permanent rural or semi-rural character.
- 16. When development is proposed adjacent to existing or planned parks or park chains, that development should include public park-frontage roads, wherever feasible, in order to maximize access to park lands, to provide a reasonable separation between urban land uses and park lands without the use of "back-up" design, and to maximize exposure of park lands for scenic and security purposes.

Issues	Potentially Significant Significant Mitigation Incorporated Less Than Significant Mitigation Incorporated Sources
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- 25. In order to preserve and enhance the scenic and aesthetic qualities of rural areas located within the City's Sphere of Influence, the design and construction of public and private right-of-way improvements should conform to the following guidelines:
- Streets should be designed in consideration of the natural topography and the landscape. Divided streets and grade separations may be used.
- Concrete sidewalks, curbs, and gutters should be constructed only when required by the topography. Crushed gravel walks and vegetation lined swales are encouraged.
- Street lighting should be limited to intersections. High intensity lighting usually found in suburban and urban areas is inappropriate in these areas.
- Man-made materials used within the public right-of-way should be softened through the use of finishes or colors to blend in with surroundings and look as natural as possible.
- These standards are appropriate for areas designated Non-Urban Hillside, Rural Residential and Estate Residential.
- 30. To the maximum extent feasible, all new commercial and industrial buildings should be designed for adaptability to other uses in the future.

Industrial Land Use Policies:

- 1. Industrial development should incorporate measures to minimize negative impacts on nearby land uses.
- 2. The City should encourage the development of new industrial areas and the Redevelopment of existing older or marginal industrial areas, particularly in locations which facilitate efficient commute patterns. The use of Redevelopment tax increment financing to provide necessary public improvements is one means of encouraging this economic development and revitalization.
- 3. The City should monitor the absorption and availability of industrial land, particularly land identified exclusively for industrial uses, to ensure a balanced supply of available land for all sectors, including industrial suppliers and services, and should periodically assess the condition and amount of the industrial land supply to achieve this end.
- 6. Expansion and improvement of heavy industrial uses should incorporate measures to comply with current antipollution and design standards including the City's wastewater minimization program and other pollution reduction programs.
- 9. The City should encourage industrial supplier/service business retention and expansion in appropriate areas in the City.
- 10. Interface problems between existing residential and new industrial areas should be resolved through the site design and discretionary permit process.
- 11. Because of the importance in retaining viable industrial supplier/service lands and the inherent incompatibility between residential or non-industrial uses and industrial uses, new land uses that may restrict development of land reserved exclusively for industrial uses should not be allowed to locate adjacent to these areas of the City, and in particular, sensitive receptors, should not be located near primary industrial areas.

Issues	Potentially Significant Impact	Cioniticant Math	Less Than Significant Impact	No Impact	Information Sources
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- 13. Roads, buildings and landscaping for new industrial projects should be designed and oriented to maximize energy conservation benefits for space heating and cooling to the extent feasible.
- 14. Non-industrial uses which would result in the imposition of additional operational, and/or mitigation requirements, or conditions on industrial users in a neighboring exclusively industrial area in order to achieve compatibility are discouraged.
- 15. Exclusively industrial areas should be reserved for industrial uses to the extent possible.
- 16. Only non-industrial uses which are incidental to and totally compatible with primary industrial uses should be allowed in exclusively industrial areas.
- 17. Uses which operate pursuant a Conditional Use Permit in areas identified exclusively for industrial uses are not precluded through these policies, and may continue.
- 18. In order to support the City's Solid Waste Program, the City encourages the use of industrially-planned land to provide locations for various forms of recycling services (e.g., collection, handling, transfer, processing, etc.), for the support facilities required by these services (e.g., service yards, truck storage and service) and for companies that manufacture new products out of recycled materials.
- 19. New industrial development should create a pedestrian friendly environment by connecting the features of the development with safe, convenient, accessible, and pleasant pedestrian facilities. Such connections should also be made between the new development and adjacent public streets.

Siting Criteria for other Solid Waste Management Facilities:

21. Solid waste reduction techniques, including source reduction, reuse, recycling, source separation and energy recovery, should be encouraged.

Hillside Development Policies:

- 1. Regardless of the maximum potential residential densities designated by the Land Use/Transportation Diagram for land with a slope of 7% or greater, the City should only allow the development of these lands at densities consistent with the City's objectives of minimizing exposure to environmental hazards, maximizing resource conservation, and achieving compatibility with existing land use patterns.
- 4. The City should continue to apply strong architectural and site design controls on all types of hillside development for the protection of the hillsides and to minimize potential adverse visual and environmental impacts.
- 5. Planned Development zoning should be used to govern hillside developments since it allows flexible design techniques such as clustering, and varying lot sizes, and setbacks which can help to minimize damage to the natural environment and maximize resource preservation.
- 6. In general, grading on hillsides should be minimized. When grading or recontouring of the terrain is necessary, it should be designed to preserve the natural character of the hills and to minimize the removal of significant vegetation.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Sources
X. MINERAL RESOURCES - Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				\boxtimes	1,2,23
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				\boxtimes	1,2,23

Extractive resources known to exist in and near the Santa Clara Valley include cement, sand, gravel, crushed rock, clay, and limestone, all of which have provided building materials to the construction industry. Santa Clara County has also supplied a significant portion of the nation's mercury over the past century. Pursuant to the mandate of the Surface Mining and Reclamation Act of 1975 (SMARA), the State Mining and Geology Board has designated: the Communications Hill Area (Sector EE), bounded generally by the Southern Pacific Railroad, Curtner Avenue, State Route 87, and Hillsdale Avenue, as containing mineral deposits which are of regional significance as a source of construction aggregate materials. Neither the State Geologist nor the State Mining and Geology Board has classified any other areas in San José as containing mineral deposits which are either of statewide significance or the significance of which requires further evaluation. Therefore, other than the Communications Hill area, San José does not have mineral deposits subject to SMARA.

Adoption of the General Plan text amendment would not permit operations that would affect mineral deposits in the Communications Hill Area.

MITIGATION MEASURES:

No mitigation measures are required. The following policies would be implemented when development for recycling operations is proposed.

Extractive Resources Policies:

- 1. When urban development is proposed on lands which have been identified as containing economically usable extractive resources, the value of such resources should be taken into consideration.
- 2. The City encourages the conservation and development of SMARA-designated mineral deposits wherever feasible.
- 3. In making land use decisions involving areas which have a SMARA designation of regional significance, at the time of consideration of such decision, the City should, in balancing mineral values against alternative land uses, consider the importance of these minerals to their market region as a whole and not just their importance to San José.
- 4. The quarrying of economically usable resources, including sand and gravel, should be carefully regulated to mitigate potential environmental effects such as dust, noise and erosion.
- 5. When approving quarrying operations, the City should require the preparation and implementation of reclamation plans for the contouring and revegetation of sites after quarrying activities cease.

Issues	Potentially Significant Impact	Noniticant With	Less Than Significant Impact	No Impact	Information Sources
XI. NOISE - Would the project result in:					
a) Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?					1,2,13,18
b)Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?		\boxtimes			1
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		\boxtimes			1
d)A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		\boxtimes			1
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?		\boxtimes			1
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?					1

Future proposals for recycling operations on landfill sites could potentially result in increases in temporary or permanent noise levels due to increase numbers of people, traffic, activity, etc. Any increase in noise would be measured against established standards and mitigation would be conditioned through the approval of Planned Development permits.

MITIGATION MEASURES:

Any future development or expansion of recycling operations on landfill sites would need to be done on landfill sites that are within the City's Urban Service Area and Urban Growth Boundary (USA/UGB), and approved through a Planned Development (PD) zoning and Planned Development (PD) permit process that would be subject to additional CEQA review. Through these processes new development for recycling operations on landfill sites would be required to address impacts to noise. Approved projects would required to be consistent with the General Plan policies stated below. With the inclusion of these processes and policies, this General Plan text amendment will have less than significant impacts on noise.

Noise Policies:

- 1. The City's acceptable noise level objectives are 55 DNL as the long-range exterior noise quality level, 60 DNL as the short-range exterior noise quality level, 45 DNL as the interior noise quality level, and 76 DNL as the maximum exterior noise level necessary to avoid significant adverse health effects. These objectives are established for the City, recognizing that the attainment of exterior noise quality levels in the environs of the San José International Airport the Downtown Core Area, and along major roadways may not be achieved in the time frame of this Plan. To achieve the noise objectives, the City should require appropriate site and building design, building construction and noise attenuation techniques in new residential development.
- 2. The City should include appropriate noise attenuation techniques in the design of all new arterial streets.
- 3. The City should encourage the State Department of Transportation and County Transportation Agency to provide sound attenuation devices which are visually pleasing on all new and existing freeways and expressways.

Issues	Potentially Significant Impact	Cioniticant Math	Less Than Significant Impact	No Impact	Information Sources
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- 4. The City should monitor Federal legislative and administrative activity pertaining to aircraft noise for new possibilities for noise-reducing modifications to aircraft engines beyond existing Stage 3 requirements. In addition, the City should monitor the ongoing FAA study group discussions pertaining to land use around airports and oppose Federal policies pre-empting local land use authority. The City should monitor any efforts at the Federal level to revise or modify the Federal schedule for phase-out of Stage 2 aircraft. The City should continue to encourage the use of quieter aircraft at the San José International Airport.
- 5. The City should continue to require safe and compatible land uses within the International Airport noise zone (defined by the 65 CNEL contour as set forth in State law) and should also encourage operating procedures which minimize noise.
- 6. The City should continue to encourage the Federal Aviation Administration to enforce current cruise altitudes which minimize the impact of aircraft noise on land use.
- 7. The use of off-road vehicles such as trail bikes, mini-bikes and dune buggies should only be allowed in areas where the resulting noise is consistent with the City's exterior noise level guidelines and is compatible with adjacent land uses.
- 8. The City should discourage the use of outdoor appliances, air conditioners, and other consumer products which generate noise levels in excess of the City's exterior noise level guidelines.
- 9. Construction operations should use available noise suppression devices and techniques.
- 10. Commercial drive-through uses should only be allowed when consistency with the City's exterior noise level guidelines and compatibility with adjacent land uses can be demonstrated.
- 11. When located adjacent to existing or planned noise sensitive residential and public/quasi-public land uses, nonresidential land uses should mitigate noise generation to meet the 55 DNL guideline at the property line.
- 12. Noise studies should be required for land use proposals where known or suspected peak event noise sources occur which may impact adjacent existing or planned land uses.

XII. POPULATION AND HOUSING - Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			1,2
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			1
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?		\boxtimes	1

FINDINGS: Future proposals for recycling operations on landfill sites would not provide any new housing or displace any people.

MITIGATION MEASURES: No mitigation is required.

Issues	Potentially Significant Impact	Less Than Significant Impact	No Impact	Information Sources
XIII. PUBLIC SERVICES - Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the				
need for new or physically altered governmental facilities, the				
construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response				
times or other performance objectives for any of the public services:				
Fire Protection?		\boxtimes		1,2
Police Protection?		\boxtimes		1,2
Schools?			\boxtimes	1,2
Parks?			\boxtimes	1,2
Other Public Facilities?		\boxtimes		1,2

Future proposals for recycling operations on landfill sites could potentially require new services or incremental increased demand for existing services including roads, sewers, police and fire protection, and other public services. Proposals requiring mitigation would be conditioned through the approval of use or development permits. Approved projects would be required to be consistent with the General Plan policies stated below.

MITIGATION MEASURES:

SERVICES AND FACILITIES

An important component of the quality of life enjoyed by the residents of San José is the quality of the public services and facilities provided by the City. Concern for the effect of growth and development on the levels of municipal services is a fundamental element of the City's land use planning philosophy. Population and economic growth cause increases in the demand for municipal services. Factors which affect the impacts on the provision of services are the revenue generating potential and geographic location of growth. In general, development in outlying areas is more costly to serve than the same amount of development in infill locations. Commercial and industrial land uses typically generate more revenue than service demand costs, while the opposite is usually true for residential land uses. The General Plan identifies specific service level goals for several major categories of urban services that are provided by the City. For these infrastructure facilities General Plan level of service policies require that the goals be met by individual projects. The General Plan level of service policies for transportation (streets), storm and sanitary sewers and sewage treatment are each based on the capacity of infrastructure systems. To maximize the efficiency of the sanitary sewerage and sewage treatment systems, the City is developing water conservation and reclamation programs and will coordinate these activities with the Santa Clara Valley Water District and the Water Pollution Control Plant tributary agencies. These level of service policies are applied to proposals for new development, whose contribution to the cumulative demand for capacity can be quantitatively estimated and appropriate mitigation measures, if any, identified. These mitigation measures may include National Pollution Discharge Elimination System (NPDES) permit requirements to minimize pollution of San Francisco Bay and the reduction of discharges through the City's water reclamation programs. Other City facilities and services, including police and fire protection, parks and recreation facilities, and libraries, are also important in defining the community's quality of life. The General Plan's level of service goal for these services is qualitative and seeks to achieve service levels supportive of a desired living environment. These facilities and services can be impacted by new growth. In particular, the gross amount and location of development are significant factors. However, it is difficult to establish a direct correlation between an increment of growth represented by an individual development proposal and the additional demand and cost for these public services. Therefore, the impacts of individual projects on these services as well as on the operation and maintenance of infrastructure are not quantified in the General Plan. The level of Police, Fire, Parks and Library Services provided to the community is determined annually by the City Council through the budgetary process when competing needs for available resources can be weighed. The level of service policies do, however, identify specific Citywide service level measures to be used as benchmarks to evaluate major

Issues	Potentially Significant Impact	Cioniticant Math	Less Than Significant Impact	No Impact	Information Sources
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General Plan land use and policy changes, and can be used to evaluate the cumulative impacts of land use changes and development which should be reviewed annually. These benchmarks are not intended as thresholds for assessing environmental impacts under the California Environmental Quality Act. The General Plan includes a level of service policy regarding flood control although the City is not responsible for providing this service. Flood control is the responsibility of the Santa Clara Valley Water District (SCVWD) and interfaces directly with the City's storm drain system. It is City and SCVWD policy that all urban development be protected from flood damage. While the provision of basic education is not a City responsibility, the City does recognize that it is in the best interests of all citizens of San José that public schools, an important part of the urban living environment, be reliably funded and have adequate facilities for educating students. Quality education benefits the entire City and all citizens and is only ensured when school districts have a reliable source of funding for programs and facilities. The City of San José recognizes that land use decisions and policies impact school operations.

The State and school districts are responsible for providing and maintaining the school facilities that serve the City's children. In addition to funding provided by the State legislature and the approval of bond measures by the voters, State law currently allows school districts to collect limited development fees to help provide facilities for the students generated by new residential development. The school districts have indicated that these combined sources of funds are often not adequate to provide the needed school facilities. School districts should explore all the methods within their powers to efficiently use or reuse school facilities and resources. Options the school districts could consider include adjusting attendance area boundaries or the consolidation of some districts to facilitate the efficient delivery of school services.

Services Policies

- 16. Utilize the following Citywide level of service measures as benchmarks to be used to evaluate major General Plan land use and policy changes, such as expansions of the Urban Service Area or land use changes from non-residential to residential:
- For police protection, achieve a response time of six minutes or less for 60 percent of all Priority 1 calls, achieve a response time of eleven minutes or less for 60 percent of all Priority 2 calls.
- For fire protection, a 4-minute average response time to all calls.
- For parks and recreation: 3.5 acres of neighborhood and community serving recreational lands per 1,000 population, of which a minimum is 1.5 acres of neighborhood, community or locally serving regional/City-wide park lands and up to 2 acres of school playgrounds, and all of which is located within a reasonable walking distance of the project; 7.5 acres of regional/Citywide park lands per 1,000 population; and 500 square feet of community center floor area per 1,000 population.
- For libraries, 10,000 square feet of library space per 36,000 population, 18.3 weekly service hours per 10,000 population, and an annual acquisition rate of 1 volume per 6 people for the first 500,000 population and 1 volume per 8 people over 500,000 population. The City recognizes that these performance measures are limited reflections of all City services and may change over time to reflect increasing diversity, new methods of service delivery or to reflect changing needs and priorities that are determined in the budgetary process. The details of these performance measures may also be addressed in the new or existing service planning documents of the relevant City departments that provide these services.
- 17. In reviewing major land use or policy changes, the City should consider the availability of police and fire protection, parks and recreation and library services to the affected area as well as the potential impacts of the project on existing service levels.
- 18. Fire service facilities should be located so that essential services can be most efficiently provided.
- 19. The City should consider providing for child care uses in future community centers recognizing that child care is an important community support service.

Issues	Potentially Significant Significant Mitigation Incorporated Less Than Significant Mitigation Incorporated Sources
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- 20. The City supports a system of open communication between the City, the public school districts and the development community in order to coordinate the activities of each to achieve the highest quality of education for all public school students.
- 21. Residential development should be approved only in conformance with the School Facility Availability Ordinance and City Council Policy. The City encourages school districts and developers to engage in early discussions regarding the nature and scope of proposed projects and possible fiscal impacts and mitigation measures. These discussions should occur as early as possible in the project planning stage, preferably immediately preceding or following land acquisition.
- 22. The City should cooperate with school districts in identifying and evaluating the impacts of population and demographic changes which may affect the need for new schools, may lead to school closures, may require the re-opening of closed schools or may lead to the decision that existing school sites should be preserved for meeting future needs.
- 23. The City should support legislative efforts to create suitable and adequate means of financing the construction of school facilities needed for a growing population.
- 24. The City and school districts should cooperate in the joint planning, development, and use of public school facilities combined with other public facilities and services, such as open space, recreation facilities, libraries, fire stations, and community service/ programs. The City should provide all pertinent information on General Plan amendments, rezonings and other development proposals to all affected school districts in a timely manner.
- 25. The City should encourage the use of available school facilities for child care purposes.

Urban Design Policies:

- 8. Design solutions should be considered in the development review process that address security, aesthetics and public safety. Public safety issues include, but are not limited to, minimum clearances around buildings, fire protection measures such as peak load water requirements, construction techniques, and minimum road widths and other standards set forth in relevant City Codes. All development projects should comply with the safety standards established in these referenced codes.
- 13. At the edge of the Valley floor, development should incorporate loop streets and cul-de-sacs, rather than streets stubbed into lands planned for non-urban use in order to minimize development pressures on such nonurban areas.
- 16. When development is proposed adjacent to existing or planned parks or park chains, that development should include public park-frontage roads, wherever feasible, in order to maximize access to park lands, to provide a reasonable separation between urban land uses and park lands without the use of "back-up" design, and to maximize exposure of park lands for scenic and security purposes.

Hillside Development Policies:

- 7. Because street construction on slopes often requires a disruptive amount of grading, modified street sections designed for both utility and minimum grading are encouraged.
- 13. Development should only be permitted in hillside areas if potential danger to the health, safety, and welfare of the residents, due to landslides, fire, or other environmental hazards, can be mitigated to an acceptable level.
- 16. To avoid any extraordinary maintenance and operating expenses, the City should not locate public improvements, communication facilities, and utilities in hillside areas with identified soils and/or geologic hazards. When the location of public improvements, communication facilities, and utilities in such areas cannot be avoided, effective mitigation measures should be implemented to maximize their potential to remain functional during and after a seismic event.

Issues	Potentially Significant Impact	Significant With	Less Than Significant Impact	No Impact	Information Sources
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18. The Development Review process for projects in hillside areas should consider the potential for any extraordinary expenditures of public resources to provide emergency services in the event of a man-made or natural disaster.

XIV. RECREATION

a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?		\boxtimes		1,2
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			\boxtimes	1,2

FINDINGS: The proposed amendment would not cause substantial deterioration of existing recreation facilities. The proposed amendment does not include recreational facilities because no new residential units would be created as a result of the amendment, and therefore, population would not significantly increase. The amendment would potentially result in a portion of a landfill site that is ultimately designated for open space instead being used for recycling operations after landfill closure. However, none of the open space on currently operating landfill sites is planned by the City for public parkland or active recreational use. Therefore, the amendment would have a less than significant impact on recreation.

MITIGATION MEASURES: No mitigation is required.

XV. TRANSPORTATION / TRAFFIC - Would the project:

a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio of roads, or congestion at intersections)?				1,2,19
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				1,2,19
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			\boxtimes	1,19
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	\boxtimes			1,19
e) Result in inadequate emergency access?	\boxtimes			1,20
f) Result in inadequate parking capacity?		\boxtimes		1,18
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?		\boxtimes		1,2,18

FINDINGS:

Transportation

The provision of an adequate transportation system to serve all areas of San José is a primary planning issue in the community. Commute travel times and distances for the residents of San José are among the longest anywhere in the region. This commute pattern is the result of many years of unconstrained and imbalanced growth throughout Santa Clara County, with primary employment centers located in the North County cities, and San José developed as the "bedroom community"

Issues	Potentially Significant Significant Mitigation Incorporated Less Than Significant Mitigation Incorporated Sources
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providing housing for a large percentage of those workers. This jobs/housing imbalance, together with delays in the completion of key portions of the planned transportation network, has resulted in severe peak hour congestion on freeways, expressways and arterial streets throughout the County. The extent of this congestion has lengthened the peak "hour" period and caused commute traffic to seek alternate routes through the community, including neighborhood streets. Most of the unbuilt major links in the County's transportation network are assumed to be completed during the time frame of the General Plan.

Light rail transit lines and light rail transit facilities along Tasman Avenue, Capitol Avenue/Expressway, Stevens Creek Boulevard/West San Carlos Street, Santa Clara Street, and the Vasona Corridor create an extensive light rail system accessible to large portions of the County. One of the most efficient ways of maximizing the use of the transportation network is by implementing a "reverse commute" whereby the numbers of workers who travel to jobs located in the southern part of San José are increased. The Edenvale and North Coyote Valley industrial areas provide opportunities for many thousands of workers to work closer to their homes and to travel in the off-peak direction to their jobs. Traffic congestion and transportation planning are regional concerns which cannot be addressed by San José or any community alone. The State has adopted legislation requiring urbanized counties, such as Santa Clara County, to develop and implement Congestion Management Programs (CMP) to ensure that regional transportation facilities perform adequately now and in the future. San José has taken a leadership role in the development of Santa Clara County's CMP and has worked closely with the County Congestion Management Agency in developing techniques to minimize traffic congestion and improve air quality. These techniques include citywide Transportation Demand Management (TDM) and Transportation Systems Management (TSM) programs. In addition, San José has developed the County's first CMP deficiency plan for the North San José industrial area. This plan identifies actions such as TDM/TSM and physical improvements to support non-automobile commute alternatives to reduce area congestion.

Various TSM/TDM programs are already functioning throughout the County including carpooling and vanpooling, park and ride facilities, and High Occupancy Vehicle (HOV) lanes on area expressways and freeways. General Plan policies support the development of these measures as well as the encouragement of private sector participation and implementation of appropriate and similar programs such as car/vanpooling, preferential parking, staggered work hours/flextime and the like. The City encourages employers to promote and coordinate the use of transportation alternatives which would reduce the number of their employees commuting alone in their vehicles.

The transportation needs of the City associated with both new development and redevelopment should be met through the implementation of transportation policies which foster safe and efficient movement for person travel and delivery of goods. The Transportation policies contained herein describe how these objectives should be met through the improvement of both the roadway system itself as well as the various modes of transportation available to the City's residents. Related to these policies is the Transportation Level of Service policy which requires new development to mitigate measurable impacts on intersections. The Transit-Oriented Corridors, the Area Development Policies, and the Golden Triangle define several Special Strategy Areas, distinguished by the innovative integration of transportation projects, land use programs and/or Transportation Systems Management techniques.

The San José International Airport, owned and operated by the City, serves as the primary commercial airport for the metropolitan area. Its location near the center of the urbanized North Santa Clara Valley makes this a convenient facility for metropolitan area businesses and residents. An Airport Master Plan has been adopted to guide the physical development of the facility through 2010. The Master Plan is based on forecasted increases in passenger volumes (from over 10 million annual passengers in 1996 to 17.6 million by 2010) as well as increases in air freight, air cargo and mail. San José International Airport also provides a major share of the County's general aviation facilities, and is particularly well suited for larger corporate aircraft. Expansion and improvement of the passenger terminal complex freight/cargo facilities, airfield and general aviation facilities are set forth in the Airport Master Plan approved by the City Council in 1997. After World War II, San Jose experienced rapid suburban growth oriented to the automobile. As the City moves towards mixing appropriate land uses together, intensifying land use development along transit corridors and near transit stops, and creating more linkages between neighborhoods, walking should become a more important mode of transportation. The intent of the Pedestrian Facilities policies is to create a pedestrian friendly environment for the City that is safe, convenient, accessible to people with disabilities, and pleasant. San Jose should be a pleasant place to walk, encouraging people to walk rather than drive.

Issues	Potentially Significant Impact	Cioniticant Math	Less Than Significant Impact	No Impact	Information Sources
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Bicycling can provide an advantageous alternative mode of transportation to the City and its residents. Bicycles are relatively inexpensive to own and operate and bike routes and bicycle parking facilities are likewise relatively inexpensive to construct and maintain. Bicycles are also the most energy efficient form of transportation and do not cause air pollution or contribute significantly to traffic congestion. The two key elements which are necessary to successfully promote bicycle usage are safe, direct bicycle routes and abundant bicycle parking facilities at a variety of employment, commercial, residential, and recreational destinations. In particular, bicycle parking facilities at light rail stations and near bus stops can significantly increase the convenience of transit. Bicycling can provide not only an alternative transportation mode for commuting but can also be a recreational activity. Recreational needs can be at least partially met with the development of the designated trails and pathways with paved bike paths. To encourage bicycling for both transportation and recreation, the City Council approved the City of San Jose's Bicycle Master Plan in October of 1993. This master plan established the goals and objectives of the Comprehensive Bicycle Master Plan currently under development. It also established the Transportation Bicycle Network, a network of bike paths, routes, and lanes that interconnect neighborhoods, major transit facilities and major centers of employment, recreation, and education.

Future proposals for recycling operations on landfill sites could potentially result in temporary or permanent increases in traffic due to operations related to construction or recycling. Any increase in traffic would be measured against established standards and mitigation would be conditioned through the approval of Planned Development permits.

MITIGATION MEASURES:

Any future development or expansion of recycling operations on landfill sites would need to be done on landfill sites that are within the City's Urban Service Area and Urban Growth Boundary (USA/UGB), and approved through a Planned Development (PD) zoning and Planned Development (PD) permit process that would be subject to additional CEQA review. Through these processes new development for recycling operations on landfill sites would be required to address impacts to traffic. Approved projects would required to be consistent with the General Plan policies stated below. With the inclusion of these processes and policies, this General Plan text amendment will have less than significant impacts on transportation and traffic.

SERVICES AND FACILITIES

The General Plan level of service policies for transportation (streets) are based on the capacity of infrastructure systems. These level of service policies are applied to proposals for new development, whose contribution to the cumulative demand for capacity can be quantitatively estimated and appropriate mitigation measures, if any, identified.

Level of Service

The services and facilities most directly related to growth and development are sewage treatment, sanitary and storm sewers, transportation and flood protection. These services and facilities are essential to the successful development of individual projects and to the City's ability to accommodate economic development citywide. Police and fire protection, parks and recreation, and libraries are other services important to the City as a whole but these services do not have a necessary functional relationship with each individual development project. The City is directly or indirectly involved in the provision of these services, with several local, regional and State agencies sharing in the responsibility and authority for some of these services as well.

Level of Service Goals:

- 1. Provide a full range of City services to the community at service levels consistent with a safe, convenient and pleasant place to live and work.
- 2. Achieve level of service "D" for transportation.

Issues	Potentially Significant With Impact Incorporated Less Than Significant With Impact Incorporated Impact Impact Sources
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Level of Service Policies:

- 1. The City's urban service delivery priorities should be ordered as follows:
- Provide services and facilities designed to serve existing needs.
- Prevent the deterioration of existing levels of service.
- Upgrade City service levels, when feasible.
- 2. Capital and facility needs generated by new development should be financed by new development. The existing community should not be burdened by increased taxes or by lowered service levels to accommodate the needs created by new growth. The City Council may provide a system whereby funds for capital and facility needs may be advanced and later repaid by the affected property owners.
- 3. The Urban Service Area should not be expanded without taking into consideration the funding necessary to adequately provide for the long term, without degrading services in the existing urban areas, for all City services and facilities including operations and maintenance required by the development anticipated in the area proposed for expansion.
- 4. The City should be proactive in promoting consolidation of overlapping services between governmental jurisdictions where it would increase efficiency and quality of service delivery, both Countywide and regionally.
- 5. The minimum overall performance of City streets during peak travel periods should be level of service "D".
- In recognition of the City's Smart Growth strategies and interest in creating and maintaining a livable community, San Jose is planning a balanced, multi-modal transportation system. Livable streets that accommodate vehicular as well as appropriate pedestrian, bicycle, and transit facilities are an important component of this transportation system.
- Development proposals should be reviewed for their measurable impacts on the level of service and should be required to provide appropriate mitigation measures if they have the potential to reduce the level of service to "E" or worse. These mitigation measures typically involve street improvements. When the mitigation for vehicular traffic compromises community livability by removing street trees, reducing front yards, or creating other neighborhood impacts, then improvements to transit, bicycle, or pedestrian facilities may be considered in combination with more appropriate street improvements to meet the level of service standard.
- To strengthen the neighborhood preservation strategy and objectives of the Plan, the City Council may adopt a Council Policy which establishes alternate mitigation measures, including improvements to transit, bicycle, and/or pedestrian facilities, for projects whose required traffic mitigation would result in an unacceptable impact on an affected neighborhood or City street.
- An "area development policy" may be adopted by the City Council to establish special traffic level of service standards for a specific geographic area which determines development impacts and mitigation measures. These policies may take other names or forms to accomplish the same purpose. Area development policies may be first considered only during the General Plan Annual Review and Amendment Process; however, the hearing on an area development policy may be continued after the Annual Review has been completed and the area development policy may thereafter be adopted or amended at a public meeting at any time during the year. The City of San Jose Council has adopted three Area Development Policies for Evergreen, North San Jose, and Edenvale. (See Chapter V. Land Use Plan, Special Strategy Areas, Area Development Policies.)
- In recognition of the substantial nontraffic benefits of infill development, small infill projects may be exempted from traffic mitigation requirements.

Issues	Potentially Significant With Impact Incorporated Less Than Significant With Impact Incorporated Impact Impact Sources
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• In recognition of the unique position of the Downtown Core Area as the transit hub of Santa Clara County, and as the center for financial, business, institutional and cultural activities, development within the Downtown Core Area Boundary is exempted from traffic mitigation requirements. Intersections within and on the boundary of this area are also exempted from the level of service "D" performance criteria.

Infrastructure Management Policies:

- 1. The City's Infrastructure Management System Program should be utilized to identify the most efficient use of available resources to maintain the City's infrastructure and minimize the need to replace this infrastructure.
- 2. The City should explore new methods to supplement the City's existing resources devoted to the operation and maintenance of its infrastructure and facilities.

Transportation Policies:

Thoroughfares

- 1. Interneighborhood movement of people and goods should occur on thoroughfares and is discouraged on neighborhood streets.
- 2. The City should cooperate with other jurisdictions to develop a thoroughfares system which adequately meets the demand for intra-County trips and minimizes traffic congestion consistent with the provisions of the Santa Clara County Congestion Management Program.
- 3. Public street right-of-way dedication and improvements should be required as development occurs. Ultimate thoroughfare right-of-way should be no less than the dimensions as shown on the Land Use/Transportation Diagram except when a lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function.
- 4. Additional public street right-of-way beyond that designated on the Land Use/Transportation Diagram may be required to facilitate left-turn lanes, bus pullouts, and right-turn lanes in order to provide additional capacity at some intersections.
- 5. Where existing public street right-of way is determined to be greater than necessary for street purposes, such surplus right of-way should be disposed of in a manner consistent with State and local laws.
- 6. The City should encourage State participation in funding transportation projects intended to alleviate areas with a high incidence of accidents or major traffic congestion.
- 7. The traffic impacts on regional transportation facilities should be taken into consideration when reviewing major General Plan Land Use Diagram amendments.
- 8. Vehicular, bicycle, and pedestrian safety should be an important factor in the design of streets and roadways.

Impacts on Local Neighborhoods

9. Neighborhood streets should be designed to discourage through traffic and unsafe speeds. If neighborhood streets are used for through traffic or if they are traveled at unsafe speeds, law enforcement and traffic operations techniques should be employed to mitigate these conditions.

Issues	Potentially Significant With Significant Mitigation Impact Incorporated Less Than Significant Impact Information Incorporated Sources
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Transit Facilities

- 10. The City of San José is evolving as an interregional transit hub for Northern California and the City should foster and encourage this evolution.
- 11. The City should cooperate with the Santa Clara Valley Transportation Authority, the California Department of Transportation and other transportation agencies to achieve the following objectives for the County's public transit system:
- Provide all segments of the City's population, including people with disabilities, elderly, youth and people who are economically disadvantaged, with adequate access to public transit. Public transit should be designed to be an attractive, convenient, dependable and safe alternative to the automobile.
- Enhance transit service in major commute corridors, and provide convenient transfers between public transit systems and other modes of travel.
- Develop an efficient and attractive public transit system which meets the travel demand at major activity centers, such as the Downtown, major employment centers, major regional commercial centers, government offices, and colleges and universities.
- New development should be required to install indented curbs for bus pullouts, bus shelters and other transit-related public improvements, where appropriate.
- 12. Privately owned transit systems, such as taxicabs and private bus companies, should be encouraged to provide convenient transfers to and from public transit systems.
- 13. The City should encourage State and Federal legislation and programs to develop and promote viable alternative power sources to the internal combustion engine.
- 14. The City should promote the installation of High Occupancy Vehicle (HOV) lanes on State highways, freeways, and County expressways.
- 15. Where appropriate, the City should promote the location of child care facilities and other support services near light rail transit stations, major transportation hubs, and major employment centers.
- 16. Where feasible, transit stops should be compatible with the architectural style of adjacent development and should have appropriate amenities, including shade, to foster transit ridership.

Pedestrian Facilities

- 17. Pedestrian travel should be encouraged as a mode of movement between residential and non-residential areas throughout the City and in activity areas such as schools, parks, transit stations, and in urban areas, particularly the Downtown Core and Frame Areas and neighborhood business districts by providing pedestrian facilities that are pleasant, safe, accessible to people with disabilities, and convenient.
- 18. Safe access and mobility for people with disabilities, in accordance with the American with Disabilities Act (ADA), will be implemented as a minimum standard in the design of all pedestrian facilities. Additional features beyond the ADA are encouraged.
- 19. The City should encourage walking, bicycling, and public transportation as preferred modes of transportation.
- 20. Pedestrian safety and access should be given priority over automobile movement.

Issues	Potentially Significant With Impact Incorporated Less Than Significant With Impact Incorporated Impact Impact Sources
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- 21. All non-rural portions of San Jose should have a continuous sidewalk network. Existing deficiencies in the City's sidewalks should be addressed through the Capital Improvement Program or other funding mechanisms.
- 22. Pedestrian pathways and public sidewalks should provide connectivity between uses, such as neighborhoods, schools, parks, libraries, open space, public facilities, shopping centers, employment centers, and public transit. A continuous pedestrian facilities network should include pedestrian connections between neighborhoods, across natural and man-made barriers, between dead-end streets, and to trails and transit.
- 23. Each land use has different pedestrian needs. Street and sidewalk designs should relate to the function of the adjoining land use(s) and transit access points.
- 24. In order to provide pedestrian comfort and safety, all pedestrian pathways and public sidewalks should provide buffers between moving vehicles and pedestrians where feasible (e.g., trees, planting strips, and parked cars).
- 25. To ensure that there is a continuous pedestrian network, pathways associated with a specific development should connect to the public pedestrian system.
- 26. The City's Capital Improvement Program and other mechanisms should implement quality pedestrian facilities identified in the General Plan's Pedestrian Priority Area and Trails and Pathways Diagrams.

Transportation Systems Management/ Transportation Demand Management

- 27. The City should cooperate with the Santa Clara County Transit District, CalTrain and other appropriate transit agencies in the development of park and ride lots to support public transit.
- 28. The City should promote participation and implementation of appropriate Transportation Demand Management measures such as carpooling and vanpooling, preferential parking and staggered work hours/flextime, as well as bicycling and walking, by all employers.
- 29. The City should continue its participation in interjurisdictional approaches, such as the Santa Clara County Congestion Management Agency, to develop and implement appropriate techniques to improve the regional transportation system.

Truck Facilities

- 30. Through truck traffic should be encouraged to utilize State freeways, County expressways, and six-lane arterial streets. Trucks should be encouraged to use those routes which have the least adverse impact on residential areas.
- 31. Industrial and commercial development should be planned so that truck access through residential areas is avoided. Truck travel on neighborhood streets should be minimized.
- 32. Freight loading and unloading for new or rehabilitated industrial and commercial developments should be designed to not occur on public streets.

Parking

- 33. Adequate off-street parking should be required in conjunction with all future developments. The adequacy and appropriateness of parking requirements in the Zoning Code should be periodically re-evaluated.
- 34. Public parking facilities should be located and designed in order to maximize the number of land use activities which can utilize the facility and to maximize utilization which can occur throughout the 24-hour day. Joint use parking facilities should also be encouraged in private developments.

Issues	Potentially Significant Significant Mitigation Incorporated Less Than Significant Mitigation Incorporated Sources
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- 35. Reserved parking for the handicapped should be allocated at all public offstreet parking sites.
- 36. Bicycle parking facilities should be provided at all public off-street parking sites.
- 37. Multiple occupancy vehicles should be afforded such incentives as preferred parking space location and reduced parking fees.
- 38. Parking facilities in the Downtown Core Area should be provided in three ways:
- Short-term parking should be available on-site or in close proximity to new development.
- Public perimeter parking should be provided within short walking distances to areas with the greatest employment densities.
- Peripheral parking should be provided at the fringe of the Core Area where walking or shuttle-service distances are longer from employment centers.

Rail

- 39. Whenever possible, grade separation of main line railroads and major arterial streets, particularly those of six lanes or more, should be provided. The City should maximize the use of available State and Federal funds for grade separated railroad crossings, and encourage the railroads to pay their equitable share of any such projects.
- 40. The City should continue its Capital Improvement Program to upgrade safety equipment at railroad crossings.
- 41. The City should take appropriate action to minimize unnecessary traffic delays on surface streets from trains by notifying the appropriate railroad personnel of such occurrences and, if necessary, notifying the Public Utilities Commission.
- 42. The City should encourage the railroads to fulfill their obligation to maintain railroad crossings.
- 43. For any decision regarding railroad rerouting or increased traffic on existing railroad routes, the effects of pollution, disruption or division of neighborhoods, demand for railroad service, and access for motor vehicles and pedestrians should be considered.

Aviation

- 44. The City should continue to provide aviation services at San José International Airport and promote airline service which meet the present and future air transportation needs of local residents and the business community, and which minimize impacts on the surrounding community.
- 45. Capital improvements to San José International Airport as identified in the Airport Master Plan should be implemented in a timely manner.
- 46. The City should foster compatible land uses in the vicinity of San José International Airport.
- 47. Development in the vicinity of airports should be regulated in accordance with Federal Aviation Administration guidelines to:
- Maintain the airspace required for the safe operation of these facilities.
- Avoid reflective surfaces, flashing lights and other potential hazards to air navigation.

Issues	Potentially Significant Impact	Significant With	Less Than Significant Impact	No Impact	Information Sources
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- 48. Development in the vicinity of airports should take into consideration the safety areas identified in Airport Land Use Commission (ALUC) policies.
- 49. As a condition of approval of development in the vicinity of airports, the City should require aviation easement dedications.
- 50. The City has had a longstanding interest in the future of Moffett Field due to its potential to serve a significant role in the Bay Area's regional aviation system. The City recognizes and supports the federal government's continued operation and development of Moffett Field. Such operation and development should be planned in a manner consistent with City and regional objectives of future civil aviation use of Moffett Field. The City is committed to working with NASA and other local and regional government agencies to preserve opportunities for future aviation-related uses and facilities at Moffett Field, including its continued availability to the region for emergency disaster relief purposes.

Bicycling

- 51. The City should develop a safe, direct, and well-maintained transportation bicycle network linking residences, employment centers, schools, parks and transit facilities and should promote bicycling as an alternative mode of transportation for commuting as well as for recreation.
- 52. Bike lanes are considered generally appropriate on arterial and major collector streets. Right-of-way requirements for bike lanes should be considered in conjunction with planning the major thoroughfares network and in implementing street improvement projects.
- 53. Priority improvements to the Transportation Bicycle Network should include:
- Bike routes linking light rail stations to nearby neighborhoods.
- Bike paths along designated trails and pathways corridors.
- Bike paths linking residential areas to major employment centers.
- 54. Light rail stations and other public transit embarkation points should include secure and convenient bicycle parking facilities.
- 55. Bicycle parking facilities that are secure and convenient should be an integral component of such activity centers as major public facilities, business and employment sites and shopping centers.
- 56. Bicycle safety should be taken into consideration when implementing improvements for automobile traffic operations.
- 57. The City should cooperate with the County and other cities in designing and implementing the Countywide bikeways system. In the design and implementation of the City's bikeway system effort should be made to interconnect with the bikeway systems of adjacent cities.

Air Quality Policies:

2. Expansion and improvement of public transportation services and facilities should be promoted, where appropriate, to both encourage energy conservation and reduce air pollution.

Issues	Potentially Significant Impact	Cioniticant Math	Less Than Significant Impact	No Impact	Information Sources
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Energy Policies:

- 1. The City should promote development in areas served by public transit and other existing services. Higher residential densities should be encouraged to locate in areas served by primary public transit routes and close to major employment centers.
- 2. Decisions on land use should consider the proximity of industrial and commercial uses to major residential areas in order to reduce the energy used for commuting.
- 3. Public facilities should be encouraged to locate in areas easily served by public transportation.
- 5. The City should encourage owners and residents of existing developments to implement programs to use energy more efficiently in buildings and in their transportation choices, to reduce dependency on automobiles, and to explore alternative energy sources.

Urban Design Policies:

5. The design review process should take into consideration the long term maintenance ramifications of the design of private streets and other private infrastructure improvements.

Noise Policies:

- 1. The City's acceptable noise level objectives are 55 DNL as the long-range exterior noise quality level, 60 DNL as the short-range exterior noise quality level, 45 DNL as the interior noise quality level, and 76 DNL as the maximum exterior noise level necessary to avoid significant adverse health effects. These objectives are established for the City, recognizing that the attainment of exterior noise quality levels in the environs of the San José International Airport the Downtown Core Area, and along major roadways may not be achieved in the time frame of this Plan. To achieve the noise objectives, the City should require appropriate site and building design, building construction and noise attenuation techniques in new residential development.
- 2. The City should include appropriate noise attenuation techniques in the design of all new arterial streets.
- 3. The City should encourage the State Department of Transportation and County Transportation Agency to provide sound attenuation devices which are visually pleasing on all new and existing freeways and expressways.
- 4. The City should monitor Federal legislative and administrative activity pertaining to aircraft noise for new possibilities for noise-reducing modifications to aircraft engines beyond existing Stage 3 requirements. In addition, the City should monitor the ongoing FAA study group discussions pertaining to land use around airports and oppose Federal policies pre-empting local land use authority. The City should monitor any efforts at the Federal level to revise or modify the Federal schedule for phase-out of Stage 2 aircraft. The City should continue to encourage the use of quieter aircraft at the San José International Airport.
- 5. The City should continue to require safe and compatible land uses within the International Airport noise zone (defined by the 65 CNEL contour as set forth in State law) and should also encourage operating procedures which minimize noise.
- 6. The City should continue to encourage the Federal Aviation Administration to enforce current cruise altitudes which minimize the impact of aircraft noise on land use.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Sources
XVI. UTILITIES AND SERVICE SYSTEMS - Would	the proj	ject:			
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?					1,15
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?					1,2,21
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			\boxtimes		1,17
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			\boxtimes		1,22
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?					1,21
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?					1,21
g) Comply with federal, state, and local statutes and regulations related to solid waste?			\boxtimes		1,21

FINDINGS: The General Plan text amendment would only apply to sites located within the Urban Service Area where utilities and service systems are appropriate and available. These sites would have adequate sanitary capacity.

MITIGATION MEASURES:

Level of Service

The services and facilities most directly related to growth and development are sewage treatment, sanitary and storm sewers, transportation and flood protection. These services and facilities are essential to the successful development of individual projects and to the City's ability to accommodate economic development citywide. Police and fire protection, parks and recreation, and libraries are other services important to the City as a whole but these services do not have a necessary functional relationship with each individual development project. The City is directly or indirectly involved in the provision of these services, with several local, regional and State agencies sharing in the responsibility and authority for some of these services as well.

Level of Service Goals:

- 1. Provide a full range of City services to the community at service levels consistent with a safe, convenient and pleasant place to live and work.
- 2. Achieve the following level of service for these City services:
- For sanitary sewers, level of service "D".
- For sewage treatment, to remain within the capacity of the Water Pollution Control Plant.
- For storm drainage, to minimize flooding on public streets and to minimize property damage from storm water.

Issues	Potentially Significant Significant Mitigation Incorporated Less Than Significant Mitigation Incorporated Sources
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Level of Service Policies:

- 1. The City's urban service delivery priorities should be ordered as follows:
- Provide services and facilities designed to serve existing needs.
- Prevent the deterioration of existing levels of service.
- Upgrade City service levels, when feasible.
- 2. Capital and facility needs generated by new development should be financed by new development. The existing community should not be burdened by increased taxes or by lowered service levels to accommodate the needs created by new growth. The City Council may provide a system whereby funds for capital and facility needs may be advanced and later repaid by the affected property owners.
- 3. The Urban Service Area should not be expanded without taking into consideration the funding necessary to adequately provide for the long term, without degrading services in the existing urban areas, for all City services and facilities including operations and maintenance required by the development anticipated in the area proposed for expansion.
- 4. The City should be proactive in promoting consolidation of overlapping services between governmental jurisdictions where it would increase efficiency and quality of service delivery, both Countywide and regionally.

Sanitary Sewer Systems

6. The minimum performance standard for sanitary sewer lines should be level of service "D", defined as restricted sewage flow during peak flow conditions. Development which will have the potential to reduce the downstream level of service to worse than "D", or development which would be served by downstream lines already operating at a level of service worse than "D", should be required to provide mitigation measures to improve the level of service to "D" or better. In recognition of the substantial non-sewer benefits of infill development, small infill projects may be exempted from sewer mitigation requirements.

Sewage Treatment

- 7. The City should monitor and regulate growth so that the cumulative sewage treatment demand of all development can be accommodated by San José's share of the treatment capacity of the San José/Santa Clara Water Pollution Control Plant.
- 8. The operation of the Water Pollution Control Plant should comply with the water quality standards for the South San Francisco Bay established by the Regional Water Quality Control Board and implemented through NPDES (National Pollution Discharge Elimination System) permits.
- 9. The City should continue to encourage water conservation programs which result in reduced demand for sewage treatment capacity.
- 10. Reductions in demand for sewage treatment capacity resulting from water conservation programs should be factored into projections of future demand only after several years' experience with such programs.
- 11. The City should seek the adoption of the above sewage treatment policies by the other tributary agencies served by the San José/Santa Clara Water Pollution Control Plant.

Issues	Potentially Significant Significant Mitigation Incorporated Less Than Significant Mitigation Incorporated Sources
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Storm Drainage and Flood Control

- 12. New projects should be designed to minimize potential damage due to storm waters and flooding to the site and other properties.
- 13. In designing improvements to creeks and rivers, adjacent properties should be protected from flooding.
- 14. The "modified floodplain design" is the preferred design for future flood control facilities. The "widen-one-bank" and "trapezoidal channel" designs should only be used when funding or right-ofway limitations make the use of the modified flood plain design impractical.
- 15. The City should continue to cooperate with other public and private jurisdictions and agencies to coordinate emergency response and relief efforts in case of flooding.

Infrastructure Management Policies:

- 1. The City's Infrastructure Management System Program should be utilized to identify the most efficient use of available resources to maintain the City's infrastructure and minimize the need to replace this infrastructure.
- 2. The City should explore new methods to supplement the City's existing resources devoted to the operation and maintenance of its infrastructure and facilities.

Greenline/Urban Growth Boundary Policies:

- 1. No urban development should extend outside of the Greenline/Urban Growth Boundary which separates those lands planned and reserved for urban uses from those that should remain rural in character.
- 2. The Greenline/Urban Growth Boundary should contain within it those lands suitable and appropriate for urban purposes including all Urban Service Area lands, the City's Urban Reserves, and certain lands located below the 15 percent slope line and deemed potentially suitable for future urban development.

Relationship to the Urban Service Area

No expansion of the Urban Service Area should be permitted outside the Greenline/Urban Growth Boundary (G/UGB). The timing and extent of any Urban Service Area expansion within the G/UGB should remain consistent with current established policies, and guidelines and regulations of the City, County and Local Agency Formation Commission (LAFCO).

Modifications to the Greenline/Urban Growth Boundary

- 1. The Greenline/Urban Growth Boundary is intended to be the ultimate limit to urban development in San José and all urban development should occur within this boundary. To ensure the long-term stability and integrity of this strategy, significant modifications to the Greenline/Urban Growth Boundary and its supporting policies should be strongly discouraged.
- 2. Any proposed modifications to the Greenline/Urban Growth Boundary location or supporting policies should be compatible with all applicable provisions of both the City and County General Plans.
- 3. Significant modifications to the Greenline/Urban Growth Boundary and its supporting policies may only be considered during a comprehensive update of the General Plan involving a community task force similar to the San José 2020 General Plan Update process and only if the City Council makes certain findings regarding the following:

Issues	Potentially Significant With Impact Incorporated Less Than Significant With Impact Incorporated Impact Impact Sources
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- a) Citywide Fiscal and Service Considerations
- The City's fiscal condition is stable, predictable, and adequate in the long term according to a five-year economic forecast for the City which projects a balanced budget or budget surplus for each of the forecast years.
- The City is able to effectively provide and maintain urban services to existing residents and businesses at 1993 levels based on thorough fiscal analysis.
- b) Specific Modification Proposal Considerations
- The effect of the proposed modification in terms of avoidance of inducing growth beyond the G/UGB or encouraging further modifications to it.
- The effect of the proposed modification in terms of avoidance of adverse impacts on viewsheds from the valley floor, other scenic views, wild land areas, agricultural lands, or open space preserves or parks.
- The necessity of the modification to achieve other important goals of the General Plan, such as improving the City's jobs/housing balance, while avoiding conflict with the overall purposes of the G/UGB and key General Plan goals and policies, such as encouraging infill development.
- The effect of the proposed modification on the City's ability to provide and maintain urban services to existing residents and businesses at least at 1993 levels as shown by a thorough urban services analysis.
- The effect of the proposed modification on the City's ability to maintain or improve its fiscal condition and the ability of any future development of the expansion area to generate sufficient revenues to meet its need for City services as shown in a fiscal analysis.
- The effect of the proposed modification on the adequacy of City resources available to serve lands proposed for inclusion within the G/UGB as well as adequately maintain services to land within the existing Urban Service Area as shown by a thorough fiscal analysis. These findings will be codified under Title 18 of the Municipal Code which will govern the G/UGB modification procedures. The achievement of these findings shall not be deemed the sole grounds for approval of a significant modification of the UGB. The Council must additionally determine that the proposed significant modification of the UGB provides an overwhelming public benefit. The findings listed above should be considered for modification only during a comprehensive update of the General Plan.
- 4. Joint City/County community meetings and separate City and County public hearings should be conducted for any proposal to significantly modify the Greenline/Urban Growth Boundary or its supporting City or County General Plan policies. City and County staff should work together to establish broad public notification provisions for these meetings.
- 5. Minor modifications to the Greenline/Urban Growth Boundary may be considered during the Annual Review of the City's General Plan if certain criteria are met. These criteria should address the following: the slope of the property; the size of the area affected; the location of the property relative to other existing or planned urban uses and the ability of the proposal to integrate with those uses; the environmental effect of the proposal; and, other pertinent factors. These criteria should be listed in Title 18 of the Municipal Code which will govern Greenline/Urban Growth Boundary modification procedures.
- 6. Minor modifications to the Greenline/Urban Growth Boundary surrounding the South Almaden Valley Urban Reserve may be considered when a specific plan for that area is being prepared under the conditions presently delineated in this General Plan.

Issues	Potentially Significant Impact		Less Than Significant Impact	No Impact	Information Sources
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City and County Coordination and Cooperation

- 1. The City and County should achieve greater consistency between their land use and development policies for the lands outside the Greenline/Urban Growth Boundary and should improve the referral and decision-making processes governing development proposals or policy proposals affecting these lands.
- 2. The City should establish a program to create new zoning districts for hillside areas and rezone those lands outside of the Greenline/Urban Growth Boundary under City jurisdiction to conform with the General Plan designations of these

areas and to be consistent with the purposes of the Greenline/Urban Growth Boundary.

- 3. The City and County should maintain their commitment to rural land use designations on lands outside the Greenline/Urban Growth Boundary and should only allow land uses consistent with the rural character of these lands.
- 4. The City and County should develop consistent implementation measures to achieve the goals and carry out the policies of the Greenline/Urban Growth Boundary.

Urban Service Area

The City first adopted a set of Urban Development Policies in 1970 to direct development to those areas where services and facilities could be provided. Because these policies deal with the timing and staging of development and are so closely related to other General Plan growth management policies, they were incorporated into the Plan in 1976. The Urban Service Area goals and policies address services provided by the City as well as those provided by other public agencies, such as flood control, public schools and regional transportation. The Urban Service Area policies are applicable to the entire development review process, including the annexation of territory to the City. As such, the implementation of these policies should be coordinated with the Local Agency Formation Commission (LAFCO).

Urban Service Area Policies:

- 1. The General Plan designates an Urban Service Area where services and facilities provided by the City and other public agencies are generally available, and where urban development requiring such services should be located.
- 2. The Urban Service Area should be expanded only when it can be demonstrated that existing facilities and services are available and adequate to serve the proposed expansion area; adequate facilities are planned (i.e., in the adopted Capital Improvement Program or similar programs of other public agencies) and will be available when required; or all necessary facilities will be provided by the developer(s). Additionally, the Urban Service Area should not be expanded unless it can be determined that adequate resources, including operations and maintenance resources, will be available in the long term to maintain service levels citywide and that services to existing neighborhoods will not be reduced or jeopardized.
- 3. Expansions of the Urban Service Area into the South Almaden Valley and the Central Coyote Valley areas should be approved only in conformance with the respective Urban Reserve land use designations specifically applicable to those areas.
- 4. Development which is of a relatively small scale and which requires urban services may be approved outside the Urban Service Area under Planned Development Zoning if it conforms to all of the following criteria:
- Located contiguous to the Urban Service Area boundary and adjacent to existing or committed urban development.
- Generally served by existing or programmed public facilities and services as required by the type of development proposed.

Issues	Potentially Significant Significant Mitigation Incorporated Less Than Significant Mitigation Incorporated Sources
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- Has an existing urban land use designation.
- 5. Territory outside the Urban Service Area may be annexed to the City if its intended use will require minimal or no services and either:
- The intended use contributes to providing services to development in the Urban Service Area, such as a planned thoroughfare across nonurban territory or a solid waste disposal facility which should be located in a remote area; or
- The annexation is necessary or desirable for the implementation of General Plan non-urban land use goals and policies, such as to accept dedication of an open space or scenic easement in connection with a hillside open space preservation program.
- 6. It is City, County and LAFCO policy that existing and future urban development should be located within cities. This policy should be implemented through the City's existing agreement with the County which requires that unincorporated properties within the Urban Service Area either annex to the City, if possible, or execute a deferred annexation agreement prior to approval of development. The City should also encourage the County and LAFCO to join in cooperative efforts to seek the annexation of urbanized County pockets within the Urban Service Area.
- 7. Since the provision of sanitary sewers is an urban service and development served by sanitary sewers is thereby urban, the expansion of sanitary sewer districts is discouraged for areas planned in non-urban uses outside the Urban Service Area.

Solid Waste Policies:

Solid Waste Capacity

- 1. Monitor the continued availability of long-term disposal capacity to ensure adequate solid waste disposal capacity.
- 2. No new candidate landfill sites should be designated until the need for additional landfill capacity has been established. Source reduction and recycling/composting alternatives should be taken into account when evaluating the need for a landfill.
- 3. No new candidate landfill sites should be designated in the General Plan until a Countywide site review has been conducted according to criteria established through the County Solid Waste Management Plan process.
- 4. The preferred method for increasing the City's landfill capacity is to expand the capacity of existing landfill sites.

Landfill Siting Criteria

- 5. Solid waste landfills are considered nonurban uses and, therefore, all candidate solid waste sites should be located outside of the Urban Service Area. The existing Zanker Road and Owens-Corning landfills are exempt from this policy.
- 6. Preference should be given to inland non-urban sites for future solid waste landfill facilities. The use of bayland sites for landfill facilities should be ultimately phased out, although the continued use of existing bayland sites may be allowed
- 7. New solid waste landfills should be established only on lands designated with the Candidate Solid Waste Landfill Site overlay ("CSW"). The Candidate Solid Waste Landfill Site overlay is compatible with the underlying designations of Public/ Quasi-Public, Non-Urban Hillside and Private Open Space.

Issues	Potentially Significant Impact Less Than Significant With Mitigation Incorporated Less T Significant With Incorporated	int No Information Impact Sources	n
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- 8. New Candidate Solid Waste Landfill Sites should be located at least 1/2 mile from areas with existing or planned residential uses at urban densities.
- 9. Access routes to solid waste landfill sites in non-urban areas should be designed and controlled so as to avoid encouraging urban development on adjacent or nearby properties.
- 10. Solid waste landfills should be discouraged in the proximity of existing or planned airports.
- 11. Landfill sites should be approved through the Planned Development zoning process.
- 12. Only when solid waste landfills have incorporated adequate mitigation measures should they be located on lands that are susceptible to landslides, faulting, seismically induced ground failure, 100-year flood inundation, salt water inundation, or dam inundation; or which have a high water table, are within a reservoir drainage basin, in wetlands or in areas of granular soils with potential for seismic failure which may result in the introduction of leachate into groundwater aquifers.
- 13. Solid waste landfills should be designed and operated in a manner that protects surface water and ground water aquifers from contamination by leachate.
- 14. Solid waste landfills should be designed and operated in such a manner as to minimize their attractiveness to birds, insects and rodents.
- 15. Additional screening should be provided when topography and naturally occurring vegetation is insufficient to adequately screen a solid waste landfill site or its access road from the view of residences or public roads.
- 16. The approval of solid waste landfill sites should include planning for their eventual phased restoration to recreational or open space uses, including revegetation with native plant species.
- 17. Solid waste sites should be planned, located and maintained to mitigate potential negative impacts on surrounding land uses, particularly in residential areas. The effects of increased traffic and traffic hazards, noise and odor problems, pollution and potential littering of traffic routes, including windborne and waterborne litter, should be mitigated.
- 18. Methane gas may be recovered from a closed solid waste landfill irrespective of the land use designation of the site.
- 19. Only compatible uses should be located adjacent to an operating landfill or other regional publicly owned facility, such as the Water Pollution Control Plant.

Urban Design Policies:

29. To the extent practical, all new development should use construction products that are either made from recycled and/or salvaged materials, or can be reused and/or recycled.

Issues	Potentially Significant Impact	Significant With	Less Than Significant Impact	No Impact	Information Sources
XVII. MANDATORY FINDINGS OF SIGNIFICANCE	E				
a) Does the project have the potential to (1) degrade the quality of the environment, (2) substantially reduce the habitat of a fish or wildlife species, (3) cause a fish or wildlife population to drop below self-sustaining levels, (4) threaten to eliminate a plant or animal community, (5) reduce the number or restrict the range of a rare or endangered plant or animal, or (6) eliminate important examples of the major periods of California history or prehistory?					1,10
b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects and the effects of other current projects.					1,16
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		\boxtimes			1

FINDINGS:

The General Plan text amendment could potentially facilitate applications for new development for operations that could create significant air quality, biological, geological and soils, archaeological, hazards and hazardous materials, hydrology and water quality, noise, transportation and traffic impacts including impacts from equipment, structures, buildings, and materials collected for recycling.

MITIGATION MEASURES:

Any future development or expansion of recycling operations on landfill sites would need to be approved through a Planned Development (PD) zoning and Planned Development (PD) permit process that would be subject to additional CEQA review. Through these processes new development for recycling operations on landfill sites would be required to address geology and soils, cultural, hazards and hazardous materials, hydrology and water quality, noise, transportation and traffic impacts. Approved projects would required to be consistent with General Plan policies stated below. With the inclusion of these processes and policies, this General Plan text amendment will have less than significant impacts on air quality, biological, geology and soils, cultural, hazards and hazardous materials, hydrology and water quality, noise, transportation and traffic.

Air Quality Policies:

- 1. The City should take into consideration the cumulative air quality impacts from proposed developments and should establish and enforce appropriate land uses and regulations to reduce air pollution consistent with the region's Clean Air Plan and State law.
- 2. Expansion and improvement of public transportation services and facilities should be promoted, where appropriate, to both encourage energy conservation and reduce air pollution.
- 3. The City should urge effective regulation of those sources of air pollution, both inside and outside of San José, which affect air quality. In particular, the City should support Federal and State regulations to improve automobile emission controls.
- 5. In order to reduce vehicle miles traveled and traffic congestion, new development within 1,000 feet of an existing or planned transit station should be designed to encourage the usage of public transit and minimize the dependence on the automobile through the application of site design guidelines.

Issues	Potentially Significant Impact	Cionificant Math	Less Than Significant Impact		Information Sources
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6. The City should continue to actively enforce its ozone-depleting compound ordinance and supporting policy to ban the use of chlorofluorcarbon compounds (CFCs) in packaging and in building construction and remodeling to help reduce damage to the global atmospheric ozone layer. The City may consider adopting other policies or ordinances to reinforce this effort.

Woodlands, Grasslands, Chaparral and Scrub Policies:

- 1. The nature and amount of public access to wooded areas and grasslands, when allowed, should be consistent with the environmental characteristics of these areas.
- 2. The use of motorized off-road vehicles should be limited, and strictly regulated, in woodlands, grasslands, and hillside areas.
- 3. The City should cooperate with other agencies in the preservation of hillside vegetation.
- 4. Grading should be designed to minimize the removal of significant vegetation.
- 5. The City should preserve and protect oak woodlands, and individual oak trees, to the greatest extent feasible.
- 6. The City should encourage appropriate reforestation and planting projects in hillside areas.
- 7. Appropriate agricultural practices should be encouraged in hillside areas.
- 8. Serpentine grasslands, particularly those supporting sensitive serpentine bunchgrass communities of plant and animal species of concern, should be preserved and protected to the greatest extent feasible. When disturbance cannot be avoided, appropriate measures should be required to restore, or compensate for loss of serpentine bunchgrass communities or habitat of species of concern.

Riparian Corridors and Upland Wetlands Policies:

- 1. Creeks and natural riparian corridors and upland wetlands should be preserved whenever possible.
- 2. New public and private development adjacent to riparian corridors should be consistent with the provisions of the Riparian Corridor Policy Study.
- 3. New development within the Urban Service Area should be set back from the outside edge of riparian habitat (or top of bank, whichever is greater) a distance sufficient to buffer the impacts of adjacent human activities and provide avenues for wildlife dispersal.
- 4. New development should be designed to protect adjacent riparian corridors from encroachment of lighting, exotic landscaping, noise and toxic substances into the riparian zone.
- 5. When disturbances to riparian corridors and upland wetlands cannot be avoided, appropriate measures should be required to restore, or compensate for damage to, the creeks or riparian corridors
- 6. The City encourages appropriate native plant restoration projects along riparian corridors, upland wetlands, and in adjacent upland areas.
- 7. The City should consider the preparation of a Riparian Restoration Action Plan to assess riparian conditions and identify potential riparian restoration programs and priorities.

Issues	Potentially Significant Impact	Cioniticant Math	Less Than Significant Impact	No Impact	Information Sources
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8. Natural riparian corridors outside the Urban Service Area should be protected from disturbance associated with development (such as structures, roadways, sewage disposal facilities and overhead utility lines, except those required for flood control or bridging) by a minimum 150 foot setback from the top bank line, wherever feasible.

Bay and Baylands Policies:

- 1. The baylands should be preserved and restored in a manner consistent with the fragile environmental characteristics of this area and the interest of the citizens of San José in a healthful environment.
- 2. Urban development in the baylands is discouraged unless it can be shown that it results in no net loss of baylands habitat value.
- 3. The City should cooperate with the County, U.S. Army Corps of Engineers, EPA, California Department of Fish and Game, and other appropriate jurisdictions to prevent the degradation of baylands by discouraging new filling or dredging of Bay waters and baylands.
- 4. The City, in cooperation and, where appropriate, consultation with other interested agencies, should encourage the restoration of diked historic wetlands, including salt ponds, to their natural state by opening them to tidal action.
- 5. The City should continue to participate in the Santa Clara Valley Urban Runoff Pollution Prevention Program and take other necessary actions to formulate and meet regional water quality standards which are implemented through the National Pollution Discharge Elimination System Permits and other measures.
- 6. No development which creates adverse impacts on the National Wildlife Refuge in South San Francisco Bay or results in a net loss of baylands habitat value should be permitted.

Species of Concern Policies:

- 1. Consideration should be given to setting aside conservation areas in the Bay and baylands, along riparian corridors, upland wetlands, and hillside areas to protect habitats of unique, threatened and endangered species of plants and animals, and to provide areas for educational and research purposes.
- 2. Habitat areas that support Species of Concern should be retained to the greatest extent feasible.
- 3. Recreational uses in wildlife refuges, nature preserves and wilderness areas in parks should be limited to those activities which have minimal impact on sensitive habitats.
- 4. New development on undeveloped properties throughout the City contributes to the regional loss of Burrowing Owl = habitat. To offset this loss of habitat, the City should require either habitat preservation on or off site or other appropriate measures for habitat acquisition, habitat enhancement and maintenance of local habitat bank.

Urban Forest Policies:

- 1. The City should continue to support volunteer urban forestry programs that encourage the participation of interested citizens in tree planting and maintenance in neighborhoods and parks.
- 2. Development projects should include the preservation of ordinance-sized, and other significant trees. Any adverse affect on the health and longevity of native oaks, ordinance sized or other significant trees should be avoided through

Issues	Potentially Significant Significant Mitigation Incorporated Less Than Significant Mitigation Incorporated Sources
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appropriate design measures and construction practices. When tree preservation is not feasible, the project should include appropriate tree replacement. In support of these policies the City should:

- Continue to implement the Heritage Tree program and the Tree Removal Ordinance.
- Consider the adoption of Tree Protection Standards and Tree Removal Mitigation Guidelines.
- 3. The City encourages the maintenance of mature trees on public and private property as an integral part of the urban forest. Prior to allowing the removal of any mature tree, all reasonable measures that can effectively preserve the tree should be pursued.
- 4. In order to realize the goal of providing street trees along all residential streets, the City should:
- Continue to update, as necessary, the master plan for street trees which identifies approved species.
- Require the planting and maintenance of street trees as a condition of development.
- Continue the program for management and conservation of street trees which catalogs street tree stock replacement and rejuvenation needs.
- 5. The City should encourage the selection of trees appropriate for a particular urban site. Tree placement should consider energy saving values, nearby powerlines, and root characteristics.
- 6. Trees used for new plantings in urban areas should be selected primarily from species with low water requirements.
- 7. Where appropriate, trees that benefit urban wildlife species by providing food or cover should be incorporated in urban plantings.
- 8. Where urban development occurs adjacent to natural plant communities (e.g. oak woodland, riparian forest), landscape plantings should incorporate tree species native to the area to the greatest extent feasible.

Urban Design Policies:

- 5. The design review process should take into consideration the long term maintenance ramifications of the design of private streets and other private infrastructure improvements.
- 8. Design solutions should be considered in the development review process that address security, aesthetics and public safety. Public safety issues include, but are not limited to, minimum clearances around buildings, fire protection measures such as peak load water requirements, construction techniques, and minimum road widths and other standards set forth in relevant City Codes. All development projects should comply with the safety standards established in these referenced codes.
- 13. At the edge of the Valley floor, development should incorporate loop streets and cul-de-sacs, rather than streets stubbed into lands planned for non-urban use in order to minimize development pressures on such nonurban areas.
- 14. New urban development should be designed to minimize impacts in areas with an established and permanent rural or semi-rural character.
- 17. Development adjacent to creekside areas should incorporate compatible design and landscaping including plant species which are native to the area or are compatible with native species.

Issues	Potentially Significant Impact	Noutticant With	Less Than Significant Impact	No Impact	Information Sources
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24. New development projects should include the preservation of ordinance sized and other significant trees. Any adverse affect on the health and longevity of such trees should be avoided through appropriate design measures and construction practices. When tree preservation is not feasible, the project should include appropriate tree replacement.

Historic, Archaeological and Cultural Resources Policies:

- 1. Because historically or archaeologically significant sites, structures and districts are irreplaceable resources, their preservation should be a key consideration in the development review process.
- 8. For proposed development sites which have been identified as archaeologically sensitive, the City should require investigation during the planning process in order to determine whether valuable archaeological remains may be affected by the project and should also require that appropriate mitigation measures be incorporated into the project design.
- 9. Recognizing that Native American burials may be encountered at unexpected locations, the City should impose a requirement on all development permits and tentative subdivision maps that upon discovery of such burials during construction, development activity will cease until professional archaeological examination and reburial in an appropriate manner is accomplished.
- 10. Heritage trees should be maintained and protected in a healthy state. The heritage tree list, identifying trees of special significance to the community, should be periodically updated.

Soils and Geologic Conditions Policies:

The Soils and Geologic policies stress the need for identification and awareness of soils contamination and geologic hazards in the planning and development of the future urbanization of the City. Areas of potential geological hazard are defined on the Landslide Susceptibility, Fault Traces, and Erosion Potential Maps contained in the "Technical Report, Geological Investigation, City of San José's Sphere of Influence", prepared by Cooper-Clark Associates, and on the State of California Special Study Zones Maps, both as referenced above. The areas identified on these maps broadly define likely locations of soils and geologic hazards. Detailed study of these potential impacts is necessary in conjunction with the development review process in order to identify and assess the site-specific conditions.

- 1. The City should require soils and geologic review of development proposals to assess such hazards as potential seismic hazards, surface ruptures, liquefaction, landholdings, mudsliding, erosion and sedimentation in order to determine if these hazards can be adequately mitigated.
- 2. The City should not locate public improvements and utilities in areas with identified soils and/or geologic hazards to avoid any extraordinary maintenance and operating expenses. When the location of public improvements and utilities in such areas cannot be avoided, effective mitigation measures should be implemented.
- 3. In areas susceptible to erosion, appropriate control measures should be required in conjunction with proposed development.
- 4. In order to prevent undue erosion of creek banks, the City should seek to retain creek channels in their natural state, where appropriate.
- 5. The Development Review process should consider the potential for any extraordinary expenditures of public resources to provide emergency services in the event of a man-made or natural disaster.
- 6. Development in areas subject to soils and geologic hazards should incorporate adequate mitigation measures.

Issues	Potentially Significant Significant Mitigation Incorporated Less Than Significant Mitigation Incorporated Sources
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- 7. The City should cooperate with the Santa Clara Valley Water District's efforts to prevent the recurrence of land subsidence.
- 8. Development proposed within areas of potential geological hazards should not be endangered by, nor contribute to, the hazardous conditions on the site or on adjoining properties.
- 9. Residential development proposed on property formerly used for agricultural or heavy industrial uses should incorporate adequate mitigation/remediation for soils contamination as recommended through the Development Review process.

Earthquakes Policies:

- 1. The City should require that all new buildings be designed and constructed to resist stresses produced by earthquakes.
- 2. The City should foster the rehabilitation or elimination of structures susceptible to collapse or failure in an earthquake.
- 3. The City should only approve new development in areas of identified seismic hazard if such hazard can be appropriately mitigated.
- 4. The location of public utilities and facilities, in areas where seismic activity could produce liquefaction should only be allowed if adequate mitigation measures can be incorporated into the project.
- 5. The City should continue to require geotechnical studies for development proposals; such studies should determine the actual extent of seismic hazards, optimum location for structures, the advisability of special structural requirements, and the feasibility and desirability of a proposed facility in a specified location.
- 6. Vital public utilities as well as communication and transportation facilities should be located and constructed in a way which maximizes their potential to remain functional during and after an earthquake.
- 7. Land uses in close proximity to water retention levees or dams should be restricted unless such facilities have been determined to incorporate adequate seismic stability.
- 8. Responsible local, regional, State, and Federal agencies should be strongly encouraged to monitor and improve the seismic resistance of dams in the San José area.

Hazards Policies:

- 1. Development should only be permitted in those areas where potential danger to the health, safety, and welfare of the residents of the community can be mitigated to an acceptable level.
- 2. Levels of "acceptable exposure to risk" established for land uses and structures based on descriptions of land use groups and risk exposure levels are outlined in Figure 15, "Acceptable Exposure to Risk Related to Various Land Uses", and should be considered in the development review process.
- 3. Provisions should be made to continue essential emergency public services during natural catastrophes.
- 4. The City should continue updating, as necessary, the San José Building Code and Fire Prevention Code to address geologic, fire and other hazards.

Issues	Potentially Significant Impact	Cioniticant Math	Less Than Significant Impact	No Impact	Information Sources
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- 5. The City should promote awareness and caution among San José residents regarding possible natural hazards, including soil conditions, earthquakes, flooding, and fire hazards.
- 6. Disaster preparedness planning should be undertaken in cooperation with other public agencies and appropriate public interest organizations.

Hillside Development Policies:

- 1. Regardless of the maximum potential residential densities designated by the Land Use/Transportation Diagram for land with a slope of 7% or greater, the City should only allow the development of these lands at densities consistent with the City's objectives of minimizing exposure to environmental hazards, maximizing resource conservation, and achieving compatibility with existing land use patterns.
- 4. The City should continue to apply strong architectural and site design controls on all types of hillside development for the protection of the hillsides and to minimize potential adverse visual and environmental impacts.
- 5. Planned Development zoning should be used to govern hillside developments since it allows flexible design techniques such as clustering, and varying lot sizes, and setbacks that can help to minimize damage to the natural environment and maximize resource preservation.
- 6. In general, grading on hillsides should be minimized. When grading or recontouring of the terrain is necessary, it should be designed to preserve the natural character of the hills and to minimize the removal of significant vegetation.
- 7. Because street construction on slopes often requires a disruptive amount of grading, modified street sections designed for both utility and minimum grading are encouraged.
- 10. The preservation of existing trees, rock outcroppings and other significant features is encouraged.
- 11. Where urban development is permitted above the 15% slope line due to historic patterns of land use and development, no new construction should occur on ridgelines or on slopes exceeding 30% that are part of the major hillside areas or ridges that surround the valley floor.
- 12. The City encourages the preservation of hillside vegetation and, if vegetation must be removed, it should require appropriate revegetation and planting projects in hillside areas.
- 13. Development should only be permitted in hillside areas if potential danger to the health, safety, and welfare of the residents, due to landslides, fire, or other environmental hazards, can be mitigated to an acceptable level.
- 14. The City should require soils and geologic review of hillside development proposals to assess such potential hazards as seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, erosion and sedimentation in order to determine if these hazards are present and can be adequately mitigated. Geotechnical studies for hillside development proposals should determine the actual extent of seismic and other hazards, optimum location for structures, the advisability of special structural requirements, and the feasibility and desirability of a proposed facility in a specified location. Hillside development should incorporate the identified mitigation measures necessary to protect public safety and the natural environment.
- 15. Hillside development within areas of potential geological hazards should be designed to avoid being endangered by, or contributing to, the hazardous conditions on the site or on adjoining properties.

Issues	Potentially Significant Impact	Cioniticant Math	Less Than Significant Impact	No Impact	Information Sources
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- 16. To avoid any extraordinary maintenance and operating expenses, the City should not locate public improvements, communication facilities, and utilities in hillside areas with identified soils and/or geologic hazards. When the location of public improvements, communication facilities, and utilities in such areas cannot be avoided, effective mitigation measures should be implemented to maximize their potential to remain functional during and after a seismic event.
- 17. In hillside areas susceptible to erosion, appropriate control measures should be required in conjunction with proposed development.
- 18. The Development Review process for projects in hillside areas should consider the potential for any extraordinary expenditures of public resources to provide emergency services in the event of a man-made or natural disaster.

Urban Service Area Policies:

7. Since the provision of sanitary sewers is an urban service and development served by sanitary sewers is thereby urban, the expansion of sanitary sewer districts is discouraged for areas planned in non-urban uses outside the Urban Service Area.

Water Resources Policies:

4. The City should not permit urban development to occur in areas not served by a sanitary sewer system.

Fire Hazards Policies:

- 1. "Controlled burning" programs, agricultural uses such as grazing and special planting, and maintenance programs to reduce potential fire hazards in the hills and wilderness areas should be encouraged where appropriate.
- 2. All new development should be constructed, at a minimum, to the fire safety standards contained in the San José Building Code.
- 3. New development adjacent to heavily grassed and semi-arid hillsides should be designed and located to minimize fire hazards to life and property, including the use of such measures as fire preventive site design, landscaping and building materials, and the use of fire suppression techniques, such as sprinklering.
- 4. Alternative water resources for fire fighting purposes should be identified for use during a disaster.
- 5. Anticipated fire response times and fire flows should be taken into consideration as a part of the Development Review process.
- 6. New development should provide adequate access for emergency vehicles, particularly fire fighting equipment, as well as provide secure evacuation routes for the inhabitants of the area.
- 7. The City should regulate the storage of flammable and explosive materials and strongly encourage the proper transportation of such materials.

Hazardous Materials Policies:

1. The City should require proper storage and disposal of hazardous materials to prevent leakage, potential explosions, fires, or the escape of harmful gases, and to prevent individually innocuous materials from combining to form hazardous substances, especially at the time of disposal.

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- 2. The City should support State and Federal legislation which strengthen safety requirements for the transportation of hazardous materials.
- 3. The City should incorporate soil and groundwater contamination analysis within the environmental review process for development proposals. When contamination is present on a site, the City should report this information to the appropriate agencies that regulate the cleanup of toxic contamination.
- 4. Development located within areas containing naturally occurring asbestos should be required to mitigate any potential impacts associated with grading or other subsurface excavation.

Hazardous Waste Management Policies:

- 1. All proposals to site a hazardous waste management facility shall assure compatibility with neighboring land uses and be consistent with the siting criteria established in the County Hazardous Waste Management Plan (CHWMP) and this Plan. Where the two conflict, this Plan shall govern.
- 2. Areas designated for industrial uses may be appropriate for hazardous waste transfer/processing stations if, during the development review process, it is determined that such a use would be compatible with existing and planned land uses in the vicinity of the site and would meet the siting criteria established in the CHWMP and this Plan.
- 3. All proposals for new and expanded hazardous waste management facilities must provide adequate mitigation for identified environmental impacts.
- 4. A risk assessment shall be conducted as part of the environmental review process at the time a site-specific proposal for a hazardous waste facility is submitted to the City. This assessment should identify health, safety and environmental factors that may be unique to the site as well as to the types of waste to be managed. It should include an analysis of the potential for accidental and cumulative health and environmental impacts resulting from the proposed facility.
- 5. All proposals for hazardous waste facilities shall be consistent with the plans and policies of air and water quality regulatory agencies (i.e., Air Quality Management District, and the Regional Water Quality Control Board and this City).
- 6. Transportation of hazardous waste from the point of origin to the appropriate hazardous waste management facility shall be by the most direct legal route, utilizing state or interstate highways whenever feasible, and shall minimize distances along residential and other non-industrial frontages to the fullest extent feasible.
- 7. As part of the permitting process, transportation routes to and from hazardous waste facilities shall be designated by the City in order to minimize negative impacts on surrounding land uses.
- 8. Hazardous waste management facilities shall, where feasible, be located at sites which minimize the risks associated with the transportation of hazardous waste. Given their need for larger land areas and need to avoid incompatibility with surrounding urban land uses, residuals repositories (waste disposal facilities) may be located farther from waste generation sources than other types of hazardous waste facilities.
- 9. Proper storage and disposal of hazardous wastes shall be required to prevent leaks, explosions, fires, or the escape of harmful gases, and to prevent materials from combining to form hazardous substances and wastes.

Issues	Potentially Significant Significant Mitigation Incorporated Less Than Significant Mitigation Incorporated Sources
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Water Resources Policies:

- 1. The City, in cooperation with the Santa Clara Valley Water District, should restrict, or carefully regulate, public and private development in watershed areas, especially in those necessary for effective stream flow and for the prevention of excessive siltation.
- 2. Water resources should be utilized in a manner which does not deplete the supply of surface or groundwater, and efforts to conserve and reclaim water supplies, both local and imported, should be encouraged.
- 3. The City should encourage the Santa Clara Valley Water District to restrict public access and recreational uses on land adjacent to rivers, creeks, freshwater wetlands, and other significant water courses when water quality could be degraded.
- 4. The City should not permit urban development to occur in areas not served by a sanitary sewer system.
- 5. The City should protect groundwater recharge areas, particularly creeks and riparian corridors.
- 6. When new development is proposed in areas where storm runoff will be directed into creeks upstream from groundwater recharge facilities, the potential for surface water and groundwater contamination should be assessed and appropriate preventative measures should be recommended.
- 7. The City shall require the proper construction and monitoring of facilities storing hazardous materials in order to prevent contamination of the surface water, groundwater and underlying aquifers. In furtherance of this policy, design standards for such facilities should consider high groundwater tables and/or the potential for freshwater or saltwater flooding.
- 8. The City should establish policies, programs and guidelines to adequately control the discharge of urban runoff and other pollutants into the City's storm drains.
- 9. The City should take a proactive role in the implementation of the Santa Clara Valley Urban Runoff Pollution Prevention Program.
- 10. The City should encourage more efficient use of water by promoting water conservation and the use of watersaving devices.
- 11. The City should promote the use of reclaimed water when feasible, particularly for industrial users, for irrigation and in groundwater recharge areas.
- 12. For all new discretionary development permits for projects incorporating large paved areas or other hard surfaces (e.g., building roofs), or major expansion of a building or use, the City should require specific construction and post-construction measures to control the quantity and improve the water quality of urban runoff.

Flooding Policies:

- 1. New development should be designed to provide protection from potential impacts of flooding during the "1%" or "100-year" flood.
- 2. Development in watershed areas should only be allowed when adequate mitigation measures are incorporated into the project design to prevent unnecessary or excessive siltation of flood control ponds and reservoirs.

Issues	Potentially Significant Significant Mitigation Incorporated Less Than Significant Mitigation Incorporated Sources
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- 3. Designated floodway areas should be preserved for non-urban uses.
- 4. The City and the Santa Clara Valley Water District should cooperate to develop flood control facilities to protect the Alviso and North San José areas from the occurrence of the "1%" or "100-year" flood.
- 5. Appropriate emergency plans for the safe evacuation of occupants of areas subject to possible inundation from dam failure and natural flooding should be prepared and periodically updated.
- 6. The City should support State and Federal legislation which provides funding for the construction of flood control improvements in urbanized areas.
- 7. The City should require new urban development to provide adequate flood control retention facilities.
- 8. The City should cooperate with the Santa Clara Valley Water District to develop additional flood control retention facilities in areas where existing retention facilities are nearing capacity.

Noise Policies:

- 1. The City's acceptable noise level objectives are 55 DNL as the long-range exterior noise quality level, 60 DNL as the short-range exterior noise quality level, 45 DNL as the interior noise quality level, and 76 DNL as the maximum exterior noise level necessary to avoid significant adverse health effects. These objectives are established for the City, recognizing that the attainment of exterior noise quality levels in the environs of the San José International Airport the Downtown Core Area, and along major roadways may not be achieved in the time frame of this Plan. To achieve the noise objectives, the City should require appropriate site and building design, building construction and noise attenuation techniques in new residential development.
- 2. The City should include appropriate noise attenuation techniques in the design of all new arterial streets.
- 3. The City should encourage the State Department of Transportation and County Transportation Agency to provide sound attenuation devices which are visually pleasing on all new and existing freeways and expressways.
- 4. The City should monitor Federal legislative and administrative activity pertaining to aircraft noise for new possibilities for noise-reducing modifications to aircraft engines beyond existing Stage 3 requirements. In addition, the City should monitor the ongoing FAA study group discussions pertaining to land use around airports and oppose Federal policies pre-empting local land use authority. The City should monitor any efforts at the Federal level to revise or modify the Federal schedule for phase-out of Stage 2 aircraft. The City should continue to encourage the use of quieter aircraft at the San José International Airport.
- 5. The City should continue to require safe and compatible land uses within the International Airport noise zone (defined by the 65 CNEL contour as set forth in State law) and should also encourage operating procedures which minimize noise.
- 6. The City should continue to encourage the Federal Aviation Administration to enforce current cruise altitudes which minimize the impact of aircraft noise on land use.
- 7. The use of off-road vehicles such as trail bikes, mini-bikes and dune buggies should only be allowed in areas where the resulting noise is consistent with the City's exterior noise level guidelines and is compatible with adjacent land uses.

Issues	Potentially Significant Significant Mitigation Incorporated Less Than Significant Mitigation Incorporated Sources
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- 8. The City should discourage the use of outdoor appliances, air conditioners, and other consumer products which generate noise levels in excess of the City's exterior noise level guidelines.
- 9. Construction operations should use available noise suppression devices and techniques.
- 10. Commercial drive-through uses should only be allowed when consistency with the City's exterior noise level guidelines and compatibility with adjacent land uses can be demonstrated.
- 11. When located adjacent to existing or planned noise sensitive residential and public/quasi-public land uses, nonresidential land uses should mitigate noise generation to meet the 55 DNL guideline at the property line.
- 12. Noise studies should be required for land use proposals where known or suspected peak event noise sources occur which may impact adjacent existing or planned land uses.

SERVICES AND FACILITIES

The General Plan level of service policies for transportation (streets) are based on the capacity of infrastructure systems. These level of service policies are applied to proposals for new development, whose contribution to the cumulative demand for capacity can be quantitatively estimated and appropriate mitigation measures, if any, identified.

Level of Service

The services and facilities most directly related to growth and development are sewage treatment, sanitary and storm sewers, transportation and flood protection. These services and facilities are essential to the successful development of individual projects and to the City's ability to accommodate economic development citywide. Police and fire protection, parks and recreation, and libraries are other services important to the City as a whole but these services do not have a necessary functional relationship with each individual development project. The City is directly or indirectly involved in the provision of these services, with several local, regional and State agencies sharing in the responsibility and authority for some of these services as well.

Level of Service Goals:

- 1. Provide a full range of City services to the community at service levels consistent with a safe, convenient and pleasant place to live and work.
- 2. Achieve level of service "D" for transportation.

Level of Service Policies:

- 1. The City's urban service delivery priorities should be ordered as follows:
- Provide services and facilities designed to serve existing needs.
- Prevent the deterioration of existing levels of service.
- Upgrade City service levels, when feasible.
- 2. Capital and facility needs generated by new development should be financed by new development. The existing community should not be burdened by increased taxes or by lowered service levels to accommodate the needs created by new growth. The City Council may provide a system whereby funds for capital and facility needs may be advanced and later repaid by the affected property owners.

Issues	Potentially Significant Significant Mitigation Incorporated Less Than Significant Mitigation Incorporated Sources
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- 3. The Urban Service Area should not be expanded without taking into consideration the funding necessary to adequately provide for the long term, without degrading services in the existing urban areas, for all City services and facilities including operations and maintenance required by the development anticipated in the area proposed for expansion.
- 4. The City should be proactive in promoting consolidation of overlapping services between governmental jurisdictions where it would increase efficiency and quality of service delivery, both Countywide and regionally.
- 5. The minimum overall performance of City streets during peak travel periods should be level of service "D".
- In recognition of the City's Smart Growth strategies and interest in creating and maintaining a livable community, San Jose is planning a balanced, multi-modal transportation system. Livable streets that accommodate vehicular as well as appropriate pedestrian, bicycle, and transit facilities are an important component of this transportation system.
- Development proposals should be reviewed for their measurable impacts on the level of service and should be required to provide appropriate mitigation measures if they have the potential to reduce the level of service to "E" or worse. These mitigation measures typically involve street improvements. When the mitigation for vehicular traffic compromises community livability by removing street trees, reducing front yards, or creating other neighborhood impacts, then improvements to transit, bicycle, or pedestrian facilities may be considered in combination with more appropriate street improvements to meet the level of service standard.
- To strengthen the neighborhood preservation strategy and objectives of the Plan, the City Council may adopt a Council Policy which establishes alternate mitigation measures, including improvements to transit, bicycle, and/or pedestrian facilities, for projects whose required traffic mitigation would result in an unacceptable impact on an affected neighborhood or City street.
- An "area development policy" may be adopted by the City Council to establish special traffic level of service standards for a specific geographic area which determines development impacts and mitigation measures. These policies may take other names or forms to accomplish the same purpose. Area development policies may be first considered only during the General Plan Annual Review and Amendment Process; however, the hearing on an area development policy may be continued after the Annual Review has been completed and the area development policy may thereafter be adopted or amended at a public meeting at any time during the year. The City of San Jose Council has adopted three Area Development Policies for Evergreen, North San Jose, and Edenvale. (See Chapter V. Land Use Plan, Special Strategy Areas, Area Development Policies.)
- In recognition of the substantial nontraffic benefits of infill development, small infill projects may be exempted from traffic mitigation requirements.
- In recognition of the unique position of the Downtown Core Area as the transit hub of Santa Clara County, and as the center for financial, business, institutional and cultural activities, development within the Downtown Core Area Boundary is exempted from traffic mitigation requirements. Intersections within and on the boundary of this area are also exempted from the level of service "D" performance criteria.

Infrastructure Management Policies:

- 1. The City's Infrastructure Management System Program should be utilized to identify the most efficient use of available resources to maintain the City's infrastructure and minimize the need to replace this infrastructure.
- 2. The City should explore new methods to supplement the City's existing resources devoted to the operation and maintenance of its infrastructure and facilities.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Sources
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Transportation Policies:

Thoroughfares

- 1. Interneighborhood movement of people and goods should occur on thoroughfares and is discouraged on neighborhood streets.
- 2. The City should cooperate with other jurisdictions to develop a thoroughfares system which adequately meets the demand for intra-County trips and minimizes traffic congestion consistent with the provisions of the Santa Clara County Congestion Management Program.
- 3. Public street right-of-way dedication and improvements should be required as development occurs. Ultimate thoroughfare right-of-way should be no less than the dimensions as shown on the Land Use/Transportation Diagram except when a lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function.
- 4. Additional public street right-of-way beyond that designated on the Land Use/Transportation Diagram may be required to facilitate left-turn lanes, bus pullouts, and right-turn lanes in order to provide additional capacity at some intersections.
- 5. Where existing public street right-of way is determined to be greater than necessary for street purposes, such surplus right of-way should be disposed of in a manner consistent with State and local laws.
- 6. The City should encourage State participation in funding transportation projects intended to alleviate areas with a high incidence of accidents or major traffic congestion.
- 7. The traffic impacts on regional transportation facilities should be taken into consideration when reviewing major General Plan Land Use Diagram amendments.
- 8. Vehicular, bicycle, and pedestrian safety should be an important factor in the design of streets and roadways.

Impacts on Local Neighborhoods

9. Neighborhood streets should be designed to discourage through traffic and unsafe speeds. If neighborhood streets are used for through traffic or if they are traveled at unsafe speeds, law enforcement and traffic operations techniques should be employed to mitigate these conditions.

Transit Facilities

- 10. The City of San José is evolving as an interregional transit hub for Northern California and the City should foster and encourage this evolution.
- 11. The City should cooperate with the Santa Clara Valley Transportation Authority, the California Department of Transportation and other transportation agencies to achieve the following objectives for the County's public transit system:
- Provide all segments of the City's population, including people with disabilities, elderly, youth and people who are economically disadvantaged, with adequate access to public transit. Public transit should be designed to be an attractive, convenient, dependable and safe alternative to the automobile.
- Enhance transit service in major commute corridors, and provide convenient transfers between public transit systems and other modes of travel

Issues	Potentially Significant With Mitigation Incorporated Less Than Significant With Mitorial Impact Impact Impact Sources
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- Develop an efficient and attractive public transit system which meets the travel demand at major activity centers, such as the Downtown, major employment centers, major regional commercial centers, government offices, and colleges and universities.
- New development should be required to install indented curbs for bus pullouts, bus shelters and other transit-related public improvements, where appropriate.
- 12. Privately owned transit systems, such as taxicabs and private bus companies, should be encouraged to provide convenient transfers to and from public transit systems.
- 13. The City should encourage State and Federal legislation and programs to develop and promote viable alternative power sources to the internal combustion engine.
- 14. The City should promote the installation of High Occupancy Vehicle (HOV) lanes on State highways, freeways, and County expressways.
- 15. Where appropriate, the City should promote the location of child care facilities and other support services near light rail transit stations, major transportation hubs, and major employment centers.
- 16. Where feasible, transit stops should be compatible with the architectural style of adjacent development and should have appropriate amenities, including shade, to foster transit ridership.

Pedestrian Facilities

- 17. Pedestrian travel should be encouraged as a mode of movement between residential and non-residential areas throughout the City and in activity areas such as schools, parks, transit stations, and in urban areas, particularly the Downtown Core and Frame Areas and neighborhood business districts by providing pedestrian facilities that are pleasant, safe, accessible to people with disabilities, and convenient.
- 18. Safe access and mobility for people with disabilities, in accordance with the American with Disabilities Act (ADA), will be implemented as a minimum standard in the design of all pedestrian facilities. Additional features beyond the ADA are encouraged.
- 19. The City should encourage walking, bicycling, and public transportation as preferred modes of transportation.
- 20. Pedestrian safety and access should be given priority over automobile movement.
- 21. All non-rural portions of San Jose should have a continuous sidewalk network. Existing deficiencies in the City's sidewalks should be addressed through the Capital Improvement Program or other funding mechanisms.
- 22. Pedestrian pathways and public sidewalks should provide connectivity between uses, such as neighborhoods, schools, parks, libraries, open space, public facilities, shopping centers, employment centers, and public transit. A continuous pedestrian facilities network should include pedestrian connections between neighborhoods, across natural and man-made barriers, between dead-end streets, and to trails and transit.
- 23. Each land use has different pedestrian needs. Street and sidewalk designs should relate to the function of the adjoining land use(s) and transit access points.
- 24. In order to provide pedestrian comfort and safety, all pedestrian pathways and public sidewalks should provide buffers between moving vehicles and pedestrians where feasible (e.g., trees, planting strips, and parked cars).

Issues	Potentially Significant Significant Mitigation Incorporated Less Than Significant Mitigation Incorporated Sources
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- 25. To ensure that there is a continuous pedestrian network, pathways associated with a specific development should connect to the public pedestrian system.
- 26. The City's Capital Improvement Program and other mechanisms should implement quality pedestrian facilities identified in the General Plan's Pedestrian Priority Area and Trails and Pathways Diagrams.

Transportation Systems Management/ Transportation Demand Management

- 27. The City should cooperate with the Santa Clara County Transit District, CalTrain and other appropriate transit agencies in the development of park and ride lots to support public transit.
- 28. The City should promote participation and implementation of appropriate Transportation Demand Management measures such as carpooling and vanpooling, preferential parking and staggered work hours/flextime, as well as bicycling and walking, by all employers.
- 29. The City should continue its participation in interjurisdictional approaches, such as the Santa Clara County Congestion Management Agency, to develop and implement appropriate techniques to improve the regional transportation system.

Truck Facilities

- 30. Through truck traffic should be encouraged to utilize State freeways, County expressways, and six-lane arterial streets. Trucks should be encouraged to use those routes which have the least adverse impact on residential areas.
- 31. Industrial and commercial development should be planned so that truck access through residential areas is avoided. Truck travel on neighborhood streets should be minimized.
- 32. Freight loading and unloading for new or rehabilitated industrial and commercial developments should be designed to not occur on public streets.

Parking

- 33. Adequate off-street parking should be required in conjunction with all future developments. The adequacy and appropriateness of parking requirements in the Zoning Code should be periodically re-evaluated.
- 34. Public parking facilities should be located and designed in order to maximize the number of land use activities which can utilize the facility and to maximize utilization which can occur throughout the 24-hour day. Joint use parking facilities should also be encouraged in private developments.
- 35. Reserved parking for the handicapped should be allocated at all public offstreet parking sites.
- 36. Bicycle parking facilities should be provided at all public off-street parking sites.
- 37. Multiple occupancy vehicles should be afforded such incentives as preferred parking space location and reduced parking fees.
- 38. Parking facilities in the Downtown Core Area should be provided in three ways:
- Short-term parking should be available on-site or in close proximity to new development.
- Public perimeter parking should be provided within short walking distances to areas with the greatest employment densities.

Issues	Potentially Significant Significant Mitigation Impact Incorporated Less Than Significant Impact Sources
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• Peripheral parking should be provided at the fringe of the Core Area where walking or shuttle-service distances are longer from employment centers.

Rail

- 39. Whenever possible, grade separation of main line railroads and major arterial streets, particularly those of six lanes or more, should be provided. The City should maximize the use of available State and Federal funds for grade separated railroad crossings, and encourage the railroads to pay their equitable share of any such projects.
- 40. The City should continue its Capital Improvement Program to upgrade safety equipment at railroad crossings.
- 41. The City should take appropriate action to minimize unnecessary traffic delays on surface streets from trains by notifying the appropriate railroad personnel of such occurrences and, if necessary, notifying the Public Utilities Commission.
- 42. The City should encourage the railroads to fulfill their obligation to maintain railroad crossings.
- 43. For any decision regarding railroad rerouting or increased traffic on existing railroad routes, the effects of pollution, disruption or division of neighborhoods, demand for railroad service, and access for motor vehicles and pedestrians should be considered.

Aviation

- 44. The City should continue to provide aviation services at San José International Airport and promote airline service which meet the present and future air transportation needs of local residents and the business community, and which minimize impacts on the surrounding community.
- 45. Capital improvements to San José International Airport as identified in the Airport Master Plan should be implemented in a timely manner.
- 46. The City should foster compatible land uses in the vicinity of San José International Airport.
- 47. Development in the vicinity of airports should be regulated in accordance with Federal Aviation Administration guidelines to:
- Maintain the airspace required for the safe operation of these facilities.
- Avoid reflective surfaces, flashing lights and other potential hazards to air navigation.
- 48. Development in the vicinity of airports should take into consideration the safety areas identified in Airport Land Use Commission (ALUC) policies.
- 49. As a condition of approval of development in the vicinity of airports, the City should require aviation easement dedications.
- 50. The City has had a longstanding interest in the future of Moffett Field due to its potential to serve a significant role in the Bay Area's regional aviation system. The City recognizes and supports the federal government's continued operation and development of Moffett Field. Such operation and development should be planned in a manner consistent with City and regional objectives of future civil aviation use of Moffett Field. The City is committed to working with NASA and other local and regional government agencies to preserve opportunities for future aviation-related uses and facilities at Moffett Field, including its continued availability to the region for emergency disaster relief purposes.

Issues	Potentially Significant Impact	Cionificant Math	Less Than Significant Impact		Information Sources
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Bicycling

- 51. The City should develop a safe, direct, and well-maintained transportation bicycle network linking residences, employment centers, schools, parks and transit facilities and should promote bicycling as an alternative mode of transportation for commuting as well as for recreation.
- 52. Bike lanes are considered generally appropriate on arterial and major collector streets. Right-of-way requirements for bike lanes should be considered in conjunction with planning the major thoroughfares network and in implementing street improvement projects.
- 53. Priority improvements to the Transportation Bicycle Network should include:
- Bike routes linking light rail stations to nearby neighborhoods.
- Bike paths along designated trails and pathways corridors.
- Bike paths linking residential areas to major employment centers.
- 54. Light rail stations and other public transit embarkation points should include secure and convenient bicycle parking facilities.
- 55. Bicycle parking facilities that are secure and convenient should be an integral component of such activity centers as major public facilities, business and employment sites and shopping centers.
- 56. Bicycle safety should be taken into consideration when implementing improvements for automobile traffic operations.
- 57. The City should cooperate with the County and other cities in designing and implementing the Countywide bikeways system. In the design and implementation of the City's bikeway system effort should be made to interconnect with the bikeway systems of adjacent cities.

Air Quality Policies:

2. Expansion and improvement of public transportation services and facilities should be promoted, where appropriate, to both encourage energy conservation and reduce air pollution.

Energy Policies:

- 1. The City should promote development in areas served by public transit and other existing services. Higher residential densities should be encouraged to locate in areas served by primary public transit routes and close to major employment centers.
- 2. Decisions on land use should consider the proximity of industrial and commercial uses to major residential areas in order to reduce the energy used for commuting.
- 3. Public facilities should be encouraged to locate in areas easily served by public transportation.
- 5. The City should encourage owners and residents of existing developments to implement programs to use energy more efficiently in buildings and in their transportation choices, to reduce dependency on automobiles, and to explore alternative energy sources.

Issues	Potentially Significant Significant Mitigation Incorporated Less Than Significant Mitigation Incorporated Sources
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- San Jose Historic Resources Inventory
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- 10. California Department of Fish & Game, California Natural Diversity Database, 2001
- 11. City of San Jose Heritage Tree Survey Report
- 12. California Environmental Protection Agency Hazardous Waste and Substances Sites List, 1998
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- 21. San Jose Environmental Services Department
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